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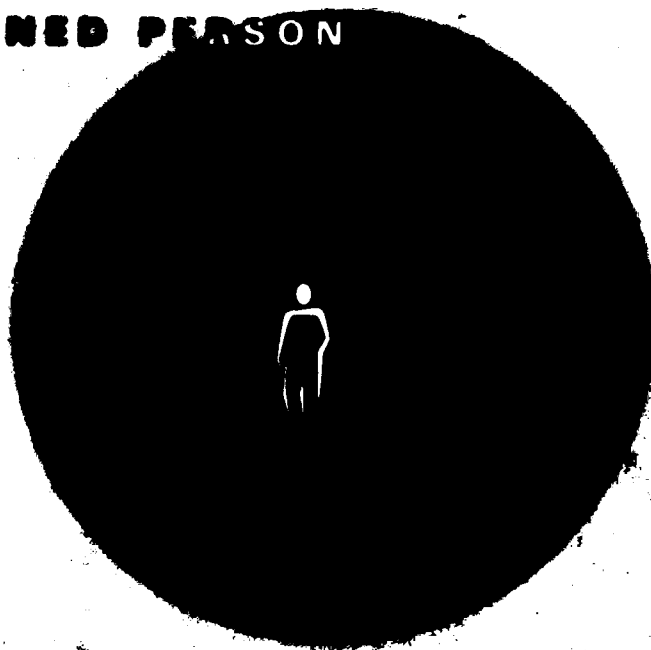
**PREPARATION AND DESIGN FOR  
A TRAINING EFFECTIVENESS  
EVALUATION OF DEVICE 2F64C FOR  
REPLACEMENT PILOT TRAINING**

**AUGUST 1981**

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6 PREPARATION AND DESIGN FOR A TRAINING EFFECTIVENESS EVALUATION OF DEVICE 2F64C FOR REPLACEMENT PILOT TRAINING

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11 Aug [REDACTED] 81

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ACKNOWLEDGMENT

The initiative of the Commander Helicopter Antisubmarine Wing (NE in requesting a training effectiveness evaluation of Device 2F64C well in advance of its expected delivery, made possible the extensive preparations that were completed prior to its acceptance. This foresight provided the opportunity to systematically identify the training requirements, train a control group, and develop a comprehensive assessment plan. These efforts resulted in new syllabi and simulator scenarios designed to capitalize on the unique capabilities of the new device. The syllabi and scenarios were ready for implementation when the device came on line.

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20. ABSTRACT (Continue on reverse side if necessary and identify by block number)  This report presents the initial effort in a program to assess the training potential of a new simulator (Device 2F64C) for training SH-3 replacement helicopter pilots.  The report provides an account of the work accomplished and the preparations for assessing the device when ready-for-training.  (continued)		

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20. ABSTRACT (continued)

The report contains:

- a description of the training situation at the fleet readiness squadron prior to and during the transition to a new curriculum which resulted from an instructional system development (ISD) program;
- a discussion of TAEG's initiatives to enhance the training of replacement helicopter pilots;
- a discussion of the factors impacting on syllabi content and the process used in developing syllabi for assessing the training effectiveness of Device 2F64C;
- a description of the detailed scenarios developed to ensure effective implementation of a syllabus designed to realize the maximum potential of the new device;
- the outline of an experimental plan for assessing the training effectiveness of Device 2F64C.

A subsequent report will provide the results of a transfer of training study designed to assess the training effectiveness of Device 2F64C.

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## SECTION I

### INTRODUCTION

Flight simulation can be employed to substantial advantage in military flight training, both in terms of effectiveness and efficiency. This is particularly so for first-tour replacement pilot training in multipiloted aircraft. New state-of-the-art flight simulators for these aircraft provide sufficient fidelity and capability to account for most training requirements. Safety is not compromised since these pilots assume less than the plane commander role upon assignment to an operational unit.

In this context, Commander Helicopter Antisubmarine Wing ONE (COMHSWING ONE)<sup>1</sup> requested that the Chief of Naval Education and Training (CNET) task the Training Analysis and Evaluation Group (TAEG) to evaluate the training effectiveness of Device 2F64C for training SH-3 replacement helicopter pilots. The intent was to determine the potential of the simulator as a substitute environment for learning aircraft tasks and to effectively integrate the simulator into pilot training. The CNET-approved request<sup>2</sup> included the following objectives:

- conduct a training analysis of the current Helicopter Antisubmarine Squadron ONE (HS 1) fleet readiness squadron (FRS) pilot and copilot curriculums to assess their effectiveness
- determine, on the basis of the training analysis data, the requirements of the pilot and copilot positions in the SH-3 helicopter
- develop syllabi for pilot and copilot training specifying the appropriate media for developing the required skills
- upon delivery of Device 2F64C, assess its training effectiveness.

### PURPOSE

This study is the initial effort in a program to assess the training potential of a new simulator and to provide inputs to the development of a curriculum that would capitalize on the simulator's unique capabilities. An account of the work accomplished and the preparation for assessing the device when ready-for-training is provided in this report. It is the "setting up" phase of the program and is a prelude to the major and subsequent effort concerned with assessing the training effectiveness of Device 2F64C. A second report will present the results of a transfer of training study designed to assess the training effectiveness of the new device.

### PERSPECTIVE

The program currently underway, with the initial effort described in this report, has a number of features worthy of note. Perhaps the most

<sup>1</sup>COMHSWING ONE ltr ser 208 of 12 June 1978.

<sup>2</sup>CNET ltr Code N-531 of 26 July 1978.



significant is the opportunity to assess the contribution of a "brand new" on-line high fidelity simulator in producing qualified helicopter pilots for fleet assignments. Evaluating the potential of a state-of-the-art flight simulator concurrent with its acceptance by the Navy and in an operational setting is a rare opportunity. The precedence for this extremely important and difficult undertaking "in situ" was the efficient integration of the then new Device 2F87F into the ongoing FRS P-3 pilot training (VP 30) without interrupting or delaying the pilot production commitments (Browning, Ryan, Scott, and Smode, 1977; Browning, Ryan, and Scott, 1978; Ryan, Scott, and Browning, 1978).

Another unique feature of the present program was the opportunity to develop simulator and inflight syllabi tailored to the new device and to prepare precise, detailed, and realistic scripts (real-world scenarios) for achieving the syllabus objectives. To our knowledge, this is one of the Navy's first systematic attempts to design a syllabus to take advantage of the specific capabilities of a high fidelity flight simulator and to write complete scenarios for its utilization prior to the device ready-for-training date.

The decision to produce these complex, difficult, and time-consuming products underscores the belief that, in large part, the manner in which a flight simulator is used determines its effectiveness in producing pilots.

#### ORGANIZATION OF THIS REPORT

In addition to this introduction, the report contains three additional sections and four appendices. Section II describes the training situation at the FRS prior to and during the transition to a new curriculum which resulted from an instructional system development (ISD) program. It also discusses TAEG's initiatives to enhance the training of replacement helicopter pilots.

Section III discusses the factors impacting on syllabi content and the process used in developing syllabi for assessing the training effectiveness of Device 2F64C. The development of detailed scripts to ensure effective implementation of a syllabus designed to realize the maximum potential of the new device is also described.

Section IV presents an outline of the experimental plan for assessing the training effectiveness of Device 2F64C. In addition, the training regime for a control group, data on their performance, and the data collection process are described.

Appendix A contains an excerpt of a training aid developed to facilitate learning of complex procedures and to evaluate a TAEG-developed computer authoring and editing system. Appendix B contains two scenarios which are examples of a set developed for evaluating Device 2F64C. Appendix C contains a list of the tasks on which the control group for the planned evaluation studies was trained. Appendix D provides a list of training tasks for the experimental group, identified by computer codes. This appendix also contains a cross reference that identifies where and when each task is scheduled for training.

## SECTION II

### TRAINING ANALYSIS

Prior to developing a syllabus or modifying an existing curriculum, it is essential that the training situation be analyzed from several vantage points. This analysis includes examination of the current syllabus (if there is one), a description of the tasks/skills to be trained, the task structure or hierarchy, the resources available, and the timing and sequencing of training. Within this framework, three major initiatives are described in this section. The first examines the ISD program for the HS community. The second describes the basic replacement pilot curriculum at HS 1 during the transition to an ISD self-paced instructional program. The third outlines the initiatives undertaken to enhance the academic and cockpit procedures training phases of replacement pilot training.

Fleet readiness training of SH-3 replacement pilots is conducted by HS 1 at Naval Air Station (NAS) Jacksonville and by HS 10 at NAS North Island. Both squadrons have had syllabi specific to their locations and to the requirements of the fleet squadrons they serve. In the past, neither had a curriculum developed by systematically identifying skill requirements via a formal task analysis. However, during the initial examination of the training situation at HS 1 it was learned that HS 10, the west coast FRS, was engaged in a curriculum development effort. Subsequent liaison with HS 10 revealed that a formal instructional development effort, under the sponsorship of the Chief of Naval Operations (OP-594), was nearing completion. The goal for this effort was to provide a standard SH-3 curriculum for both HS 1 and HS 10. A member of TAEG visited HS 10 to discuss aspects relevant to HS 1. The task inventory, training/behavioral objectives, curriculum guide, and lessons were obtained for an in-depth evaluation. The relevance of these documents to the HS 1 training situation is discussed in the following paragraphs.

#### HELICOPTER ANTISUBMARINE SQUADRON 10 INSTRUCTIONAL SYSTEM DEVELOPMENT

Helicopter Antisubmarine Squadron 10, with the assistance of personnel from the Navy Personnel Research and Development Center and Courseware, Incorporated (contractor for the SH-2 ISD), developed a new curriculum for the SH-3 using the ISD process. The team used the documentation developed for the SH-2 ISD as source material. This was possible due to substantial similarities in the mission and operating procedures of the two aircraft. Where appropriate, SH-2 task statements applicable to the SH-3 were adopted. In other instances, task statements unique to the SH-3 were formulated by the team. The same process was used to develop behavioral objectives, lessons, and media.

ANALYSIS OF THE HS 10 ISD. The task inventory, behavioral objectives, curriculum outline, lesson plans, student workbooks, and audiovisual programs developed by HS 10 were examined in detail by TAEG to determine their relevancy to HS 1 training requirements. The utility of these products is discussed in the following paragraphs.

Task Statements and Behavioral Objectives. Most of the task statements and behavioral objectives developed by HS 10 were determined to be applicable to the HS 1 training situation. Those rejected were for the most part area-specific such as mountain flying, slope landings and takeoffs, and North Island operating procedures.

Curriculum Outline and Lesson Book. The curriculum outline and lesson book was examined to trace each lesson back to the original task statement. This was somewhat difficult as lesson titles or numbers were not referenced to the task inventory. However, most of the stated objectives within the lessons were referenced to the original task statements. The designation of instructional units and the order of presentation were somewhat confusing and ambiguous. For example, Exercise AF-1 contained at least 15 lessons, Cockpit Procedures Trainer/Operational Flight Trainer (CPT/OFT) sessions, and at least one flight. Unfortunately, the flight was also designated AF-1. Helicopter Antisubmarine Squadron ONE resolved this problem by redesignating the units of instruction. Unit AF-1 is now AM-1.

The order of scheduling CPT/OFT and aircraft periods in the curriculum outline was no doubt influenced by the availability of a single obsolescent flight simulator at HS 10. Significant changes have been made in the instructional strategy utilized with the various training devices available to HS 1. These changes are discussed later in this section under Enhancement of the HS 1 Curriculum and also in section III.

Helicopter Antisubmarine Squadron 10 Academic Syllabus. The academic syllabus developed by HS 10 uses a student workbook as a core document, supplemented with audio tapes, sound slide programs, and videotapes. A training package containing these products was furnished to HS 1 for implementation although some of the workbook units and audiovisual programs were not complete. Additional workbook units were furnished as completed; however, a recent inventory by TAEG in company with the HS 10 ISD officer identified a number of audiovisual programs yet to be received by HS 1. Arrangements have been made by HS 10 to furnish the missing programs.

Results of the Analysis of the HS 10 ISD. The method used by HS 10, while somewhat atypical, effectively identified the tasks to be trained by that squadron. With the exception of those tasks unique to training locale, they are considered appropriate for training at HS 1. The tasks requiring training have been effectively translated into training/behavioral objectives. The ISD materials developed to meet these objectives are considered appropriate for the academic phases of HS 1 training. The examination indicated that there was no need for TAEG to duplicate the extensive effort by HS 10 but rather should direct its attention to developing syllabi and supplemental materials (where appropriate) for assessing the training effectiveness of Device 2F64C prior to its acceptance as ready-for-training.

HELICOPTER ANTISUBMARINE SQUADRON ONE REPLACEMENT PILOT CURRICULUM. In addition to HS 10 data, the HS 1 training situation was examined as a basis for developing a replacement pilot syllabus. The HS 1 training situation is described below.

Helicopter Antisubmarine Squadron ONE trains approximately 90 replacement helicopter pilots each year, distributed over 10 classes. Approximately 40

of the pilots trained annually are first-tour pilots, recently graduated from Navy Undergraduate Pilot Training (UPT). The basic syllabus is designed for the Category I (CAT I) UPT graduate being trained for assignment to an operational SH-3 Antisubmarine Warfare (ASW) squadron. Category II, III, and IV pilots receive variations of the basic syllabus dependent upon previous experience, performance at HS 1, and/or ultimate assignment. The CAT I curriculum was addressed by TAEG due to the essentially identical experience level of the newly designated Naval Aviators. The conventional CAT I curriculum includes the following:

- Individual study program using the HS 10 developed workbook and media
- SH-3 systems lectures and special lectures such as course rules and Search and Rescue (SAR)
- Part-task training in the CPT, OFT, and tactics trainer
- SH-3 inflight training
- Antisubmarine Warfare
- Instrument Ground School
- Fire Fighting\*
- Nuclear Weapons Delivery\*
- Survival, Escape, Resistance, and Evasion (SERE)\*
- Naval Air Maintenance Training for Pilots\*
- Oceanography\*
- Swimming\*
- Physiological Training\*
- Pistol Qualification\*

\*Denotes training provided by commands other than HS 1.

As can be noted, a number of courses are given to CAT I students by other commands. Enrolling students on a quota basis in these courses without interfering with an ordered structure of simulator and aircraft training flights at times creates scheduling problems for HS 1.

Flight Training. The conventional CAT I flight syllabus at HS 1 is conducted in the following stages:

- A Stage--primarily devoted to Visual Flight Rules (VFR) transition tasks that include takeoffs/landings, autorotations, basic VFR airwork, and emergency/malfunction training.

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B Stage--basic instruments, airways navigation, instrument approach procedures, Search and Rescue (SAR) procedures, and special procedures in preparation for the tactical employment of the aircraft; e.g., approach to and departure from hover, sonar deployment, and associated emergencies and malfunctions.

E Stage--review of A and B stage training to prepare for and accomplish the Naval Air Training and Operating Procedures Standardization Program (NATOPS) check.

S Stage--water operations, low level navigation, and confined area operations.

T Stage--tactics stage, introductory inflight ASW training.

ENHANCEMENT OF THE HS 1 CURRICULUM

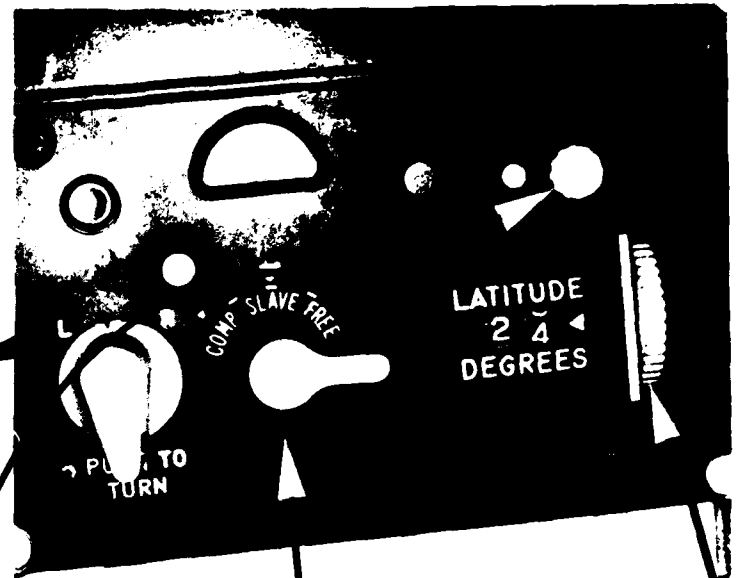
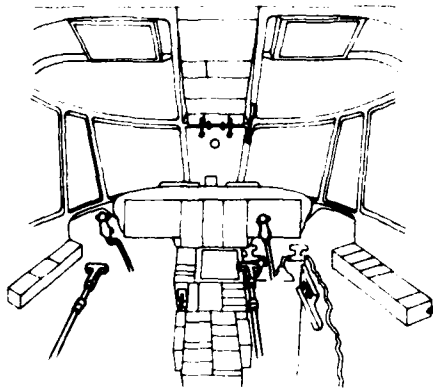
As indicated earlier, the HS 10 ISD fulfilled most of the objectives for the academic portion of the HS 1 fleet readiness curriculum. Thus, the TAEG efforts were directed toward supplementing the HS 10 effort and tailoring materials and methods of presentation to meet HS 1 training requirements. Specifically, this entailed developing supplemental academic materials and redesigning part-task training to facilitate student preparation for later simulator and flight training.

**SUPPLEMENTAL TRAINING MATERIALS.** After HS 1 adopted the HS 10-developed student workbook, it was noted that students were having difficulty learning the complex checklists and associated procedures for starting and completing systems checks for the SH-3 aircraft. For example, approximately 200 operations are required to complete the 32 items on the normal start checklist for No. 1 engine. The workbook, while presenting extensive information, is difficult for the student to use in learning complex procedures that require locating the many switches and panels and performing certain operations. To supplement the workbook and the NATOPS manual, a prototype procedures training aid and a two-dimensional cockpit representation were developed for use by the students in the training carrel and/or for home study. These are described next.

**Procedures Training Aid.** The SH-3 Normal Start Procedure (see figure 1 and appendix A) training aid is based upon TAEG-developed guidelines and algorithms for teaching complex procedures (Aagard and Braby, 1976). The algorithm features high visual-low verbal instruction in a precise pattern of presentation to provide the stimulus for student response with practice opportunities and self-checks. This instructional pattern is expected to produce the desired behavior when the student first attempts the tasks in the cockpit procedures trainer. While this test of the procedures training was developed using conventional media technology, future versions will be produced with the TAEG-developed computer authoring and editing system. Similar aids are currently being developed to train operators to perform SONAR/MAD power off and power on preflight checks. These aids will be evaluated for use in the enlisted Replacement Aircrew (RAC) Training Program.

**NORMAL START CHECKLIST ITEM NO. 1. Circuit Breakers and Switches .... CHECK**

**Purpose:** To verify that the circuit breakers are IN and switches are set as appropriate.



PILOT

1. Action  
Set Compass Control Mode switch to SLAVE
2. Action  
Set latitude to current position
3. Action  
Set hemisphere to N or S as appropriate

**GO TO PAPER MOCK-UP** • STEP THROUGH ITEM  
TOUCH WHERE EACH ACTION AND RESPONSE TAKES PLACE

SH-3 Paper Cockpit Mock-up. A paper mock-up of the SH-3 cockpit was developed for use in conjunction with the procedures training aid, the student workbook, and/or the NATOPS manual for learning the cockpit nomenclature, location of controls, switches, instruments, and the various checklists. The paper trainer is a two-dimensional facsimile of the pilot and copilot side consoles, center console, instrument panel, and overhead panels. The panels were reduced in size to fit on a desk top or in a training carrel but are large enough that nomenclature, switches, and instruments can easily be read or identified.

Copies of the paper trainer are furnished to each student to practice the various checklists and procedures prior to CPT training. This concept was adopted based on successful application at a number of commercial airline training centers. The effectiveness is enhanced when used jointly by two students in a challenge/reply situation.

SYLLABUS DEVELOPMENT FOR THE COCKPIT PROCEDURES TRAINER, DEVICE 2C44. In order to achieve the required experimental design for a training effectiveness evaluation of Device 2F64C (the new state-of-the-art flight simulator), certain revisions in utilization practices were necessary. The HS 1/HS 10 syllabi provided for an integrated CPT/OFT and flight regime. This intermingling of training media would confound attempts to measure the effectiveness of each medium. Accordingly, a new syllabus was designed to complete CPT training before OFT or flight training so that the effectiveness of the CPT for training various tasks could be measured.

Tasks to be trained in the CPT were selected from the current tasks trained in the CPT at HS 1 and from the task statements developed by HS 10. This resulted in identifying 70 discrete tasks for inclusion in the revised CPT syllabus. The syllabus was also restructured to ensure that normal procedures were introduced and trained in earlier sessions with gradual addition of emergencies and malfunctions in later sessions. The number of tasks scheduled for each period was tailored to meet an allotted 2.0 hours per training session. To meet the requirements of introducing, practicing, and testing the 70 tasks, a basic syllabus of seven sessions was constructed.

### SECTION III

#### SYLLABI AND SCENARIO DEVELOPMENT

Utilization practices and engineering design determine the training potential of a device. Since the hardware and software design are the "givens," considerable attention has been devoted to utilization practices. Major contributors to effective utilization are syllabi tailored to the new 2F64C and scenarios of the detail and realism necessary to achieve syllabus objectives.

This section describes the syllabus development process for determining what to train, where to train, and how to train. It also discusses the role of scenarios in achieving syllabus objectives and effectively utilizing a new flight simulator.

#### SYLLABI DEVELOPMENT

At the outset, an inventory of tasks trained in the CPT, the older OFT (Device 2F64B), and the SH-3 was assembled to assist in determining the tasks to be trained in the new flight simulator. In examining the training tasks, it was noted that the nomenclature was not standardized. Various names were sometimes used for the same task. A number of tasks, particularly those trained in the CPT, were in fact composites of several distinct tasks. To avoid confounding the grading system and to assure accurate collection of performance data, task nomenclature was standardized and composite tasks separated.

The revised list of training tasks was then compared to the training objectives developed by HS 10 (see section II). The tasks being trained by HS 1 were found to be generally consistent with the HS 10-developed training objectives. However, the tasks were not necessarily trained in the same order in the training devices or aircraft.

SH-3 mishap data for the past 3 years were requested from the Naval Safety Center. These data were obtained to verify that HS 1 malfunction and emergency training realistically reflected what was currently happening in the SH-3 aircraft. Data were analyzed for type and frequency of occurrence and then compared to the HS 1 task training. It was found that the HS 1 training generally encompassed the types of malfunctions and emergencies experienced in actual mishaps. However, the emphasis placed on certain malfunctions and emergencies was not always reflected in the number of actual mishaps reported; e.g., flex shaft failures. This suggests a need for modifications. However, judgments concerning deemphasis of any task will be deferred until the training effectiveness of the new device is determined and then modifications will be made only with HS 1 approval.

ALLOCATION OF TRAINING TO MEDIA. With the "tasks to be trained" identified, "where to train" and "how much to train" remained to be determined. Whether the training should take place in the CPT or OFT was determined by applying the principle of using the simplest media that could be expected to provide effective training. This decision was based on previous experience and on reported research on device effectiveness. Tasks concerned



with learning nomenclature, checklists, certain procedures, and malfunction and emergency training that did not require visual, motion, or dynamic flight control simulation were scheduled into the CPT. Training for tasks requiring dynamic flight simulation such as landings, autorotations, and instrument training was necessarily deferred to the OFT. This approach is more cost effective since it conserves the OFT for training tasks that require high fidelity simulation.

Tasks to Be Included in the Simulator Syllabus. Determining which tasks should be included in the simulator syllabus and the amount of training required necessitated establishing a data base for comparing student performance under various training regimes. To establish this data base a group of students was trained to proficiency in the CPT, utilizing the new syllabus described in section II, and then trained to proficiency in the SH-3. The performance data on this group provided insights concerning the number of trials received, the number required to achieve proficiency in each task, and the degree that CPT training transferred to the aircraft. This group will also serve as the control group for the subsequent experiments assessing the effectiveness of the new OFT when it comes on line. The composition of the control group, the training regime, and the results of the analysis of performance are discussed in section IV of this report.

It is important at this time to note that in general the amount of transfer of training from the CPT to the SH-3 aircraft was proportional to the fidelity of simulation of the CPT. For example, many of the simple procedural tasks, not highly dependent on high simulation fidelity, were performed to standard on the first aircraft trial. As the tasks become more complex and dependent upon the fidelity of control, display, and motion dynamics, the number of training trials required to achieve proficiency in the aircraft increased.

Tasks introduced in the CPT which cannot be fully trained due to fidelity limitations must be included in the OFT syllabus for further training. Attention was also given to continuing the training of malfunctions and emergencies begun in the CPT but without the stress of controlling a simulated aircraft while coping with them.

All of the tasks previously trained in the aircraft were included in the simulator syllabus if their accomplishment was considered feasible based on the advertised simulator capability. A number of tasks not previously trained or trained under severe restrictions in the aircraft due to the risk involved were included in the new simulator syllabus. These include blade stall, power settling, dual engine failures, tail rotor drive failures, and autorotations to the ground. Single engine water landings and takeoffs were also included since the opportunity to practice these tasks is seldom provided due to the unavailability of a specially configured aircraft.

The expected capability of the new high fidelity simulator will add a new dimension to FRS training. Due to the obsolescence of the older flight simulator and squadron policy of conducting aircraft training almost entirely in the right seat (pilot seat), little opportunity was provided for training in left seat (copilot) duties. Feedback from operating squadrons indicated a need for this training. This coupled with the capability of the new

device to provide crew coordination training (simultaneous training of pilot and copilot) dictated that copilot training be included in the new simulator syllabus.

In essence, the final selection of tasks appropriate for training in the new simulator was influenced by the simulation capability of the device, the advice of other users of H-3 simulators, and the concurrence of squadron subject matter experts.

Amount of Training Required. After identifying the tasks to be trained and the capability of the device for training these tasks, "how much to train" remained to be determined. This decision was based on the assumption that CPT training would transfer to the new simulator with approximately the same values as to the aircraft. Therefore, the data concerning the number of trials given and trials to achieve proficiency for the control group in the aircraft influenced the amount of training scheduled for each task in the simulator.

The simulator syllabus to be maximally effective should satisfy stringent requirements. To be sufficient, it must provide opportunities to continue the training of tasks only partially trained in the CPT, training of tasks requiring dynamic flight simulation, training of high risk tasks, and training in copilot duties. In addition to the above training requirements, provisions must be made to refresh newly acquired skills at regular intervals. The TAEG syllabus design meets these requirements.

Number of Syllabus Periods Required. The number of simulator periods needed to meet the various training requirements was determined through a summing process. It was determined from the inventory of training objectives, analysis of mishap data, HS 1 syllabi, high risk training requirements, and the added requirement for copilot specific training that 157 tasks should be included in the syllabus. Tasks previously trained in the CPT had to be tested or trained and tested as appropriate. Tasks introduced for the first time had to be practiced, tested, and the new skills refreshed at appropriate intervals.

Instrument training, which was formerly conducted only in the aircraft in B stage, was included along with other transition tasks in the A stage simulator syllabus. All A stage simulator sessions are completed prior to A stage flight training. B stage simulator training which is concerned with operational tasks such as approach to and departure from hover, sonar dipping, emergencies and malfunctions associated with these maneuvers, and SAR procedures is then completed in a second block of simulator training. This training is followed by B stage flight training.

The time required to practice each task in the new simulator was estimated in one of several ways: performing each task in the CPT, the SH-3, an instrument trainer, or the paper mock-up or estimating by instructors. Simulator periods were scheduled for 4 hours to be shared by two students. Each student receives approximately 1 hour and 45 minutes of training in each seat. One hour and forty-five minutes was selected based on an estimate of the time required for an inexperienced pilot to make a start, complete the various checks, takeoff, perform a reasonable number of training tasks, and then practice landings.

This summing process resulted in a requirement for seven A stage and six B stage simulator periods to practice, test, and refresh the large number of tasks included in the syllabus. The syllabus was designed to accommodate the student who can demonstrate proficiency in fewer than the allotted periods and for the student who may require additional periods. Sample A and B stage syllabus grade sheets are included in appendix B with corresponding scenarios for accomplishing these tasks.

#### SIMULATOR SCENARIO DEVELOPMENT

A simulator training period without a detailed script most often results in a series of discrete events not necessarily organized or directed toward accomplishing specific objectives. To effectively instruct in a flight simulator, the instructor must be able to do more than operate the instructor console and create a series of emergencies and malfunctions that may or may not be in context with the flight profile. Too often students are given tasks unrelated in sequence, or without regard for readiness to cope with them. A review of completed flight grade sheets revealed a wide divergence in the number of trials given for a particular task or the emphasis placed on various tasks by the instructors.

To ensure that students receive training in all tasks under similar conditions, detailed scenarios (scripts) were needed. Complete and relevant scenarios provide for introducing tasks at the appropriate time, training to proficiency, testing, and refreshing previously learned skills at regular intervals. A scenario provides the instructor with a complete profile for the flight including environmental conditions, starting configuration of the simulated aircraft, clearances, and expected student responses. The well prepared scenario provides the key to effectively using the unique capabilities of the device such as freeze, playback, demonstration, flight path printouts, monitoring and feedback capabilities, and an array of malfunctions and emergency situations.

Without a script or scenario, instructors, particularly inexperienced ones, tend to omit required voice calls, leave out or issue in the wrong order significant elements of an instrument clearance or ground controlled approach (GCA) instructions, and fail to adhere to the same standards or procedures required in the aircraft. Standardization is almost nonexistent without a script or scenario; each student gets a different array of training tasks and/or opportunities to practice.

Unfortunately, developing meaningful scenarios is a time-consuming activity requiring considerable subject matter expertise. However, it was decided that the need for these scripts was paramount to successful evaluation; accordingly, 13 two-part scenarios (student A and student B) were constructed to implement the syllabus which will be used for evaluating the new device. Sample A stage and B stage scenarios are included as appendix B to this report. All scenarios were flown in the simulator prior to beginning the evaluation to ensure that they had face validity, could be controlled by the instructors, and could be accomplished in the allotted time.

## FLIGHT SYLLABUS

The experimental flight syllabus (to be used for evaluating the training effectiveness of Device 2F64C) could not be developed until the performance of the control group had been analyzed and the CPT and OFT syllabi completed. Ideally, it should only contain those tasks that cannot be effectively trained in the CPT and OFT or that require training in the synthetic ground environment and in the aircraft. These criteria can only be partially satisfied when developing a flight syllabus for assessing the training effectiveness of a new flight simulator. In assessing the effectiveness of the new device, it is desirable to determine the transfer of training for each task from the simulator to the aircraft. Thus, tasks with expected high rates of transfer must be included in the experimental flight syllabus in order to verify that transfer does in fact occur. Those tasks with a demonstrated high rate of transfer (e.g., basic instruments) may be less prominently represented in the operational syllabus.

It is important to note that all tasks trained in the simulator cannot be verified in the aircraft. Obviously, tasks that cannot be trained safely in the aircraft such as power settling, blade stall, multiple engine failures, and tail rotor drive failures can be trained more safely and effectively in the new simulator than in the SH-3. Many of the malfunctions/emergencies trained in the OFT, such as main gear box or engine malfunctions, cannot be realistically simulated in the aircraft. Thus, in flight, the instructor is restricted to merely stating a condition or retarding a speed selector. To indicate an emergency in this manner considerably lessens the realism. Time, risk, and lack of realism do not allow the instructor to assess performance in the air for all the emergencies and malfunctions practiced in the CPT or OFT. The instructor must select those that best sample system knowledge, have the higher probability of occurrence, and can be effectively simulated in the air, such as ASE failures.

The experimental flight syllabus was developed using the same general guidelines established for the simulator syllabus. Tasks are introduced, practiced, tested, and refreshed.

## SECTION IV

## TRAINING EFFECTIVENESS EVALUATION OF DEVICE 2F64C

This section presents a plan<sup>3</sup> for a series of studies designed to assess the training effectiveness of Device 2F64C when it came on-line, ready-for-training. Four studies employing various combinations of motion and visual simulation are envisaged to measure the effectiveness of the new device (see table 1). With the simulator delivered as ready-for-training, three major areas of inquiry are of concern. They are:

- identifying tasks suitable for training in the simulator
- determining the amount of simulator training required for each task
- optimally mixing simulator and aircraft training.

The answers to these issues will be ascertained for the device when used with motion simulation and again when used without motion simulation. With the subsequent addition of visual simulation to the device, the same set of inquiries will be replicated for the various combinations of visual and motion simulation. The findings of these studies will provide guidelines for using the device in the event either visual and/or motion simulation are disabled for a protracted period of time. An additional payoff of the study program is the provision of data useful in decisions on future procurements concerning motion and visual simulation for helicopter simulators.

TABLE 1. PLAN FOR EVALUATING DEVICE 2F64C

Control Group		Experimental Groups			
		<u>I</u>	<u>II</u>	<u>III</u>	<u>IV</u>
2C44 (CPT)	X	X	X	X	X
2F64C (OFT)					
with motion		X			
without motion			X		
with motion and visual*				X	
with visual but no motion*					X
SH-3 aircraft	X	X	X	X	X
*To be conducted after the addition of visual simulation.					

<sup>3</sup>The plan was approved by CNO (OP-594) ltr ser 594/337392 of June 1979.

## CONTROL GROUP TRAINING

As discussed earlier, control group data were collected during the period of this report to be used for subsequent comparisons with the experimental groups. Seventeen students were selected randomly from the scheduled 40 first-tour students trained each year. All were recent graduates of UPT and possessed standard instrument ratings.

Students in this group received training in 149 tasks in the CPT and SH-3 aircraft (see appendix C). Performance on each task trained was recorded as well as the amount of training time in each medium. Table 2 provides the training sequence and number of hours scheduled by medium. All training was in blocks of instruction in accordance with the sequence shown in the table.

TABLE 2. CONTROL GROUP TRAINING

<u>Medium</u>	<u>Sessions</u>	<u>Hours</u>
CPT (2C44)	7	14
SH-3 (A Stage)	6	15
SH-3 (B Stage)	8	20

DATA RECORDING. Grade cards were designed to record performance on the various tasks trained (see figure 2). A column for task codes for computer storage was later added. Only the columns on the right side of the grade sheet require an explanation. The headings of the first three columns on the right refer to the NATOPS grade assignment for task performance. The next two require no explanation. The last column is used to record the number of task trials (I's or P's) for tasks for which trial data are collected; for tasks where the column is shaded, an overall grade of P is recorded, if appropriate. Proficiency (P) is defined as that level of performance required to pass a NATOPS check for designation. For example, item 13 on the grade card (Normal Landings) may be graded by the instructor for each of five trials as I, I, P, I, P. This indicates that the student performed to NATOPS standard on two of the five trials.

Grade cards were collected after each training session and checked for completeness. Total training times for each student in each block of instruction were calculated as well as the number of sessions not completed due to weather, maintenance, or other factors. The total trials received by task and the number of trials needed to achieve proficiency by each student were also calculated. An example of the method used for determining the point at which proficiency was achieved is shown below.

<u>Task</u>	<u>Graded Trial Sequence</u>	<u>Number of Trials to Proficiency</u>
Normal Start	111P1 P PPPP	6
Systems Check	11P11 P PPP1PP	6
Shutdown	11 P PPPP	3
Engine Fire	P1	-

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HS-1 TRAIN FORM REV. 2-79)		<div> <div>100</div> <div>90</div> <div>80</div> <div>70</div> <div>60</div> <div>50</div> <div>40</div> <div>30</div> <div>20</div> <div>10</div> <div>0</div> </div>					
FRP	AF 4/5/6X SIDE 1						
INST	SEAT: P						
DATE	TIME 2.5						
		TOTAL					
1.	NORMAL START (AF1-7-1), NATOPS SEC 3						
2.	BLADE SPREAD (AF1-6-1), NATOPS SEC 3						
3.	SYSTEMS CHECKS (AF1-5-1), NATOPS SEC 3						
4.	NO. 2 ENG START (AF1-4-1), NATOPS SEC 3						
5.	ROTOR ENGAGEMENT (AF1-4-1), NATOPS SEC 3						
6.	TAXI CHECKLIST (AF1-1-1), NATOPS SEC 3						
7.	TAXI, NATOPS SEC 3						
8.	PRE-TAKEOFF CHECKLIST (AF1-1-2), NATOPS SEC 3						
9.	TAKEOFF CHECKLIST (AF1-1-2), NATOPS SEC 3						
10.	RUNNING TAKEOFF, NATOPS SEC 3, HS-1 STAN FOR MAX GROSS T/O						
11.	POST-TAKEOFF CHECKLIST (AF1-1-3), NATOPS SEC 3						
12.	NORMAL APPS (RWY/PAD), NATOPS SEC 3						
13.	NORMAL LANDINGS (RWY/PAD), NATOPS SEC 3						
14.	ASE MALF (AF1-12-1), NATOPS SEC 5						
15.	ASE OFF FLIGHT						
16.	ASE OFF LANDINGS (PAD)						
17.	SERVO MALF (AF1-14-1), NATOPS SEC 5						
18.	AUX OFF FLIGHT						
19.	AUX OFF LANDINGS						
20.	SINGLE ENGINE MALF T/O ABORT (AF3-2), NATOPS SEC 5						
21.	MANUAL THROTTLE TECHNIQUES CK, NATOPS SEC 5						
22.	SINGLE ENG APP (RWY) (AF3-1-1), NATOPS SEC 5						
23.	SINGLE ENG LDGS (RWY) (AF3-1-1), NATOPS SEC 5						
24.	SINGLE ENG APP (PAD) (AF3-1-1), NATOPS SEC 5						
25.	SINGLE ENG LDGS (PAD) (AF3-1-1), NATOPS SEC 5						
26.	SINGLE ENG WAVEDOFF (AF3-1-2), NATOPS SEC 5						
27.	COURSE RULES (AF1-9)						
28.	PRACTICE AUTOROTATIONS (AF4-1-1), NATOPS SEC 3 (DEMO LOOKT)						
29.	RUN ON LANDINGS (AF2-1-1), NATOPS SEC 3						
30.	CUT GUN IN 10' HOVER (DEMON ON AF-6)						
31.	BEFORE LANDING CKLST (AF1-1-4), NATOPS SEC 3						
32.	AFTER LANDING CKLST (AF1-1-4), NATOPS SEC 3						
33.	SHUTDOWN, NATOPS SEC 3						
34.	ROTOR DISENGAGEMENT, NATOPS SEC 3						
35.	BLADE FOLD (AF1-6-2), NATOPS SEC 3						
36.	NO. 1 ENG SECURE, NATOPS SEC 3						

Figure 2. Student Grade Sheet

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[illegible]

**Figure 2. Student Grade Sheet (continued)**



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The number of trials required to be judged proficient for the tasks "Normal Start" and "Systems Check" were six each. "Shutdown" was judged as three. Too few trials were attempted for "Engine Fire" to make a proficiency judgment.

RESULTS

Control group performance is shown in table 3 in terms of scheduled and actual sessions and the time required to complete each stage of training.

TABLE 3. SCHEDULED VERSUS ACTUAL SESSIONS  
FOR CONTROL GROUP (N=15)

	Scheduled		Actual (Average)	
	Sessions	Hours	Sessions	Hours
CPT (A stage)	7	14.0	8.1	15.4
SH-3 (A stage)	6	15.0	7.3	17.2
SH-3 (B stage)	8	20.0	10.5	26.3
Total	21	49.0	25.9	58.9

Note that the average number of sessions and the average number of hours required to complete each phase exceeded those scheduled. This is attributed to the failure of students to achieve proficiency and also to the need to reschedule sessions due to equipment failures or maintenance problems.

EFFECTS OF CONTROL GROUP DATA ON SYLLABUS DEVELOPMENT. The control group performance data provide indications of the amount of training required by the average student to achieve proficiency in each task. Tables 4 and 5 identify the most difficult tasks in the A and B in-flight stages. These data are representative of the data used in developing the experimental syllabi for assessing the training effectiveness of Device 2F64C.

TABLE 4. ORDER OF DIFFICULTY FOR A STAGE FLIGHT TRAINING TASKS

Task*	Average Number of Trials	Average Number of Trials to Proficiency
Normal Landings	26.4	13.4
Aut rotation	17.9	13.4
Normal Takeoff	15.7	9.7
Normal Approach (Runway/Pad)	17.9	9.6
Run On Landing	13.3	8.4
ASE Off Landing	10.5	6.2
Single Engine Approach to Runway	8.7	5.6
Aux Off Landing	8.8	5.4
Running Takeoff	10.5	4.9
ASE Off Flight	7.9	3.9

\*Only the 10 most difficult tasks are presented.

TABLE 5. ORDER OF DIFFICULTY FOR B STAGE FLIGHT TRAINING TASKS

Task*	Average Number of Trials	Average Number of Trials to Proficiency
Alternate Approach Pilot Procedures	15.4	10.5
Hover Departure Procedures	19.3	10.1
Free Stream Recovery	7.2	6.3
Sonar Deployment Voice Procedures	12.4	5.0
Auto Approach Pilot Procedures	12.7	4.0
Windline SAR Pilot Procedures (Rescue)	6.1	3.1
Instrument Takeoff	3.4	2.9
Alternate Approach Copilot/Voice Procedures	18.9	2.8
10 Foot Hover Swimmer Deployment	3.6	2.7
GCA	4.3	2.6
SAR Manual Approach	3.9	2.6

\*Only the 11 most difficult tasks are presented.

The control group received training on 97 tasks in the SH-3 aircraft. The order of difficulty has been established for these tasks. It should be noted that the 10 most difficult A stage tasks listed in table 4 require the use of visual cues. It is expected that the maximum effectiveness of the new simulator for training these tasks cannot be realized until visual simulation is added. Only the 10 Foot Hover Swimmer Deployment and SAR Manual Approach tasks listed in table 5 for B stage require visual cues. Hopefully, the simulator without visual simulation will be effective for training the other 9 tasks.

#### DATA MANAGEMENT

Manually scheduling the large number of tasks for the appropriate amount of training is difficult and time consuming. To facilitate control of the syllabus and the monitoring of student performance, all tasks have been coded in accordance with NATOPS qualification grading areas. Student performance on each task will be entered into a computer data bank for analysis. Appendix D provides a listing of tasks trained by task code and a matrix of task codes displaying when and where each task is trained (CPT, OFT, or aircraft). The computer program will permit rapid analysis of each student's performance, within group comparisons, and group comparisons. The program will also facilitate syllabus revisions as required.

#### POST NOTE

The significant feature of this report is that it provides insights on the kinds of planning and preparation required for conducting a training effectiveness evaluation. This planning and preparation should be accomplished well in advance of a new flight simulator coming on line ready for training.

A number of initiatives are described which highlight the preparations. These initiatives utilize instructional development procedures and require subject matter expertise. The key items are the syllabi development for the simulator and for inflight training. This is followed by the arduous task of developing detailed simulator scenarios. These are crucial to the effective implementation of the syllabus designed to capitalize on the unique capabilities of the simulator. The scenarios ensure that instructors of varied levels of experience utilize the device in a standard way to train all the tasks in the syllabus. To these initiatives are added the experimental study plan, the performance measurement subsystem, and the control group training and data collection. While considerable time and energy are required in these accomplishments, the expected payoff is substantial.

The present report documents these preparations as the prelude to the onsite training effectiveness evaluation of Device 2F64C at HS 1. By recording these preparations prior to the actual evaluation, succeeding reports can focus directly on the evaluation and its implications for fleet readiness training. The report has additional features. It provides a methodological approach for individuals anticipating conduct of a device evaluation under similar circumstances. Finally, the report provides a "corporate memory" for succeeding personnel concerned with managing training.

Subsequent reports will document the results of the assessment of the training effectiveness of the new flight simulator in the HS 1 FRS program.

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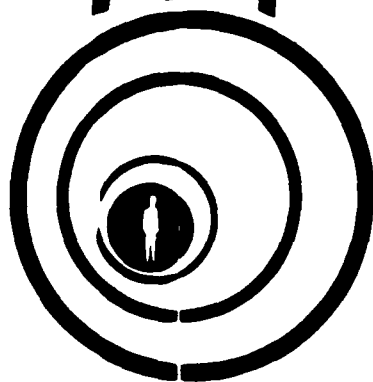
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APPENDIX A  
PROCEDURES TRAINING AID

# **PROCEDURE TRAINING AID**

## **SH-3D/H NORMAL START CHECKLIST**

**...A LEARNING PACKAGE  
FOR PILOTS IN TRAINING**



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**TRAINING ANALYSIS AND EVALUATION GROUP  
ORLANDO, FLORIDA 32813**

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**OCTOBER 1980**

**RICHARD BRABY  
PAUL SCOTT**

NAVAIR 01-230HLH-1C

SH-3D/H NATOPS PILOTS' CHECKLIST

NORMAL PROCEDURES

This checklist superseded NAVAIR 01-230HLH-1C dated 1 March 1977  
and NAVAIR 01-230HLE-1B dated 1 December 1975

NORMAL START

1. Circuit Breakers and Switches. . . . . CHECK
2. Fuel Dump Switches . . . . . OFF
3. Brakes and Tailwheel . . . . . LOCKED
4. Battery Switch . . . . . ON
5. External Power . . . . . CONNECTED
6. Battery Switch . . . . . OFF
7. Landing Gear . . . . . CHECK
8. Drop Tank Switch Panel(SH-3H). . . . . CHECK
9. Start Mode Switch. . . . . AS REQUIRED
10. Blade Panel(Radios SH-3D),Hoist, Trim. . . . . CHECK
11. Torquemotor Switches . . . . . OFF
12. Anti-ice . . . . . CHECK AS REQUIRED
13. Ignition Switches. . . . . NORMAL
14. Accessory Drive Switch . . . . . FORWARD, LIGHT ON
15. Manual Throttles, Speed Selectors. . . . . FREE AND OFF
16. Emergency Start and Override Switches. . . . . OFF
17. Rotor Brake. . . . . CHECKED(320 PSI MINIMUM)
18. Fire Warning, Caution, Advisory Panels . . . . . CHECK
19. PMS Disable Switch(SH-3H). . . . . PULL
20. Fuel Panel/Quantity. . . . . CHECK
21. Battery Switch . . . . . ON
22. Lights . . . . . AS REQUIRED
23. No. 1 Engine . . . . . START
24. All Gages. . . . . CHECK
25. Boost Pumps. . . . . OFF
26. Speed Selector . . . . . 104% Nf
27. Generators . . . . . ON
28. No. 1 Overspeed System . . . . . CHECK
29. External Power . . . . . DISCONNECTED
30. Compass System, Console Switches . . . . . AS REQUIRED
31. RAD ALT, BAR ALT, RAWs . . . . . SET AND TEST
32. Servo Sensor . . . . . CHECK

Extracted from NAVAIR 01-230HLH-1C

## **INTRODUCTION**

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### **Learning Objective**

When you complete this package  
you will be able to:

1. describe each item in the NATOPS SH-3H Normal Start Checklist, using the checklist and the paper mock-up of the cockpit.
2. perform each item on the SH-3 Cockpit Procedures Trainer, without hesitation, error, or omission.

### **Why Learn This Procedure**

NATOPS requires use of the Normal Start Checklist each time a normal No. 1 engine start is performed.

### **Resources Required**

In addition to this booklet, you will need:

1. paper mock-up of the SH-3H cockpit.
2. NATOPS SH-3H Normal Start Checklist.
3. SH-3H Cockpit Procedures Trainer (used only in the final phase of lesson).

### **Cockpit Description**

The SH-3H cockpit is divided into sections. Figure 1 shows the locations and names of the sections involved in the No. 1 Engine Normal Start Checklist.



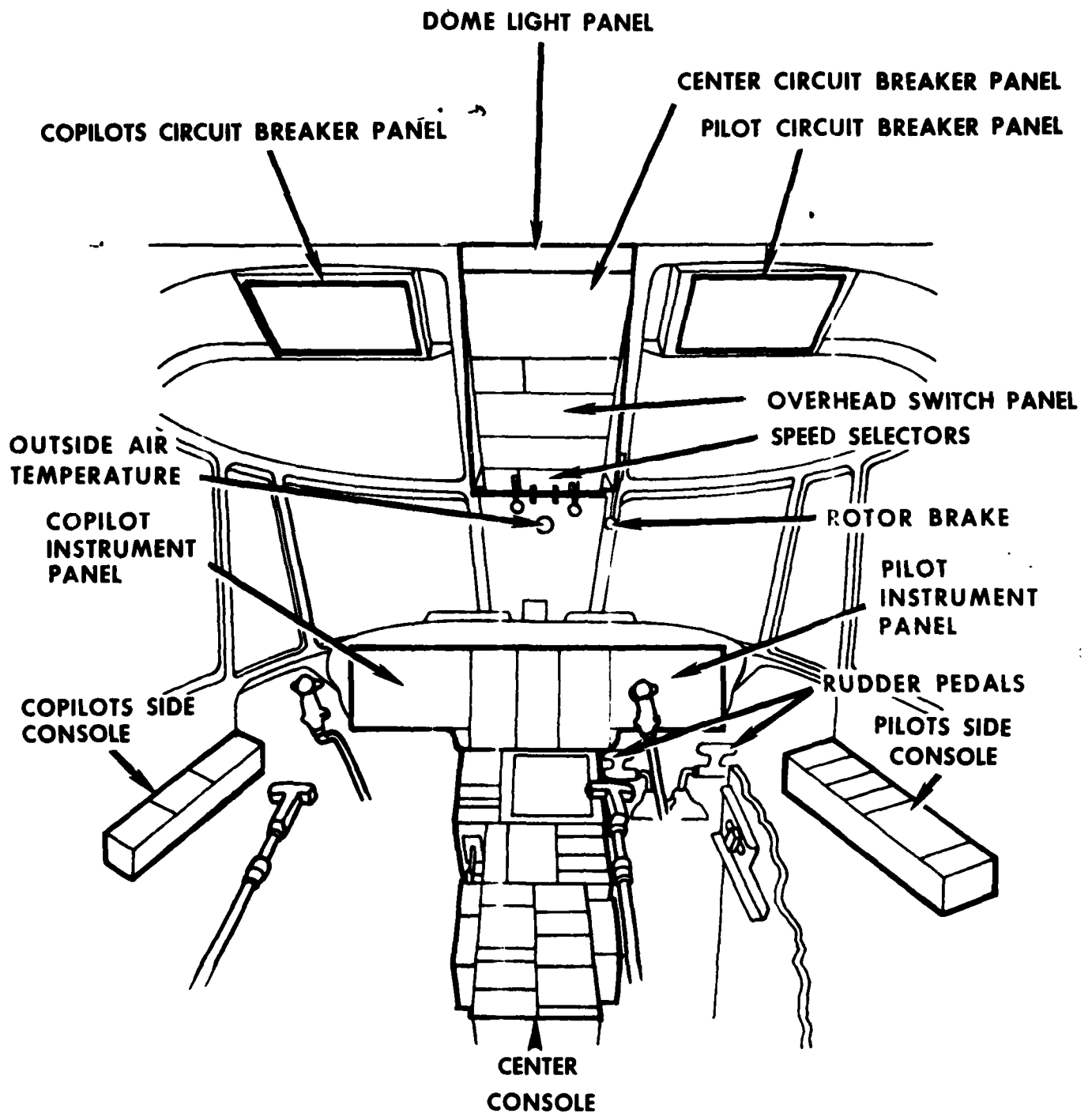


Figure 1

## HOW TO USE LEARNING MATERIALS

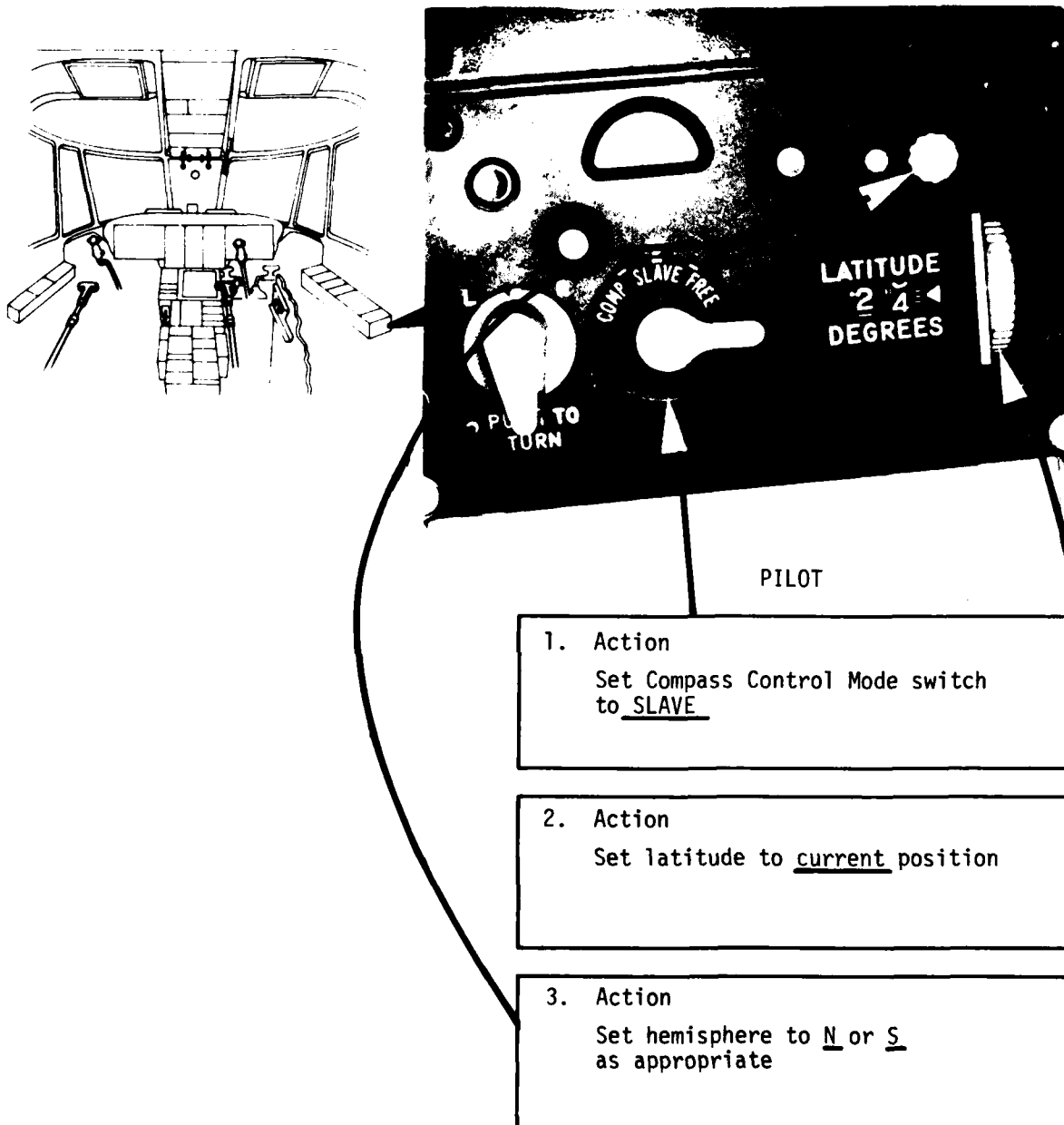
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### Directions

1. This lesson will be presented in a way that may be new to you. The following information will help you in completing it quickly and easily.
  - a. Each item in the NATOPS SH-3H Normal Start Checklist has been broken down into ACTION and RESULT steps.
  - b. If the performance of an ACTION step causes the system to do something you can observe (e.g., light a lamp), what the system does will be presented as a RESULT step.
  - c. If something can go wrong that requires corrective action by you, the symptoms and corrective action are described in an IF/THEN statement.
  - d. In addition, CAUTIONS, WARNINGS, MEMORY AIDS, and NOTES are presented where appropriate.
  - e. Each item in the checklist requires a VOICE RESPONSE when that item is completed.
2. Take your time and learn all of the steps of each item correctly and in sequence. The step boxes with directions are numbered. READ THEM IN ORDER and touch the locations on the paper mockup.
3. After each item you will be required to recall the ACTION and RESULT steps and the IF/THEN statements. You will also need to recall the CAUTIONS, WARNINGS, MEMORY AIDS, and NOTES and touch the locations on the paper mockup.
4. After each item state (verbalize) the VOICE RESPONSE.
5. For best results, follow all of the instructions.

**NORMAL START CHECKLIST ITEM NO. 1. Circuit Breakers and Switches .... CHECK**

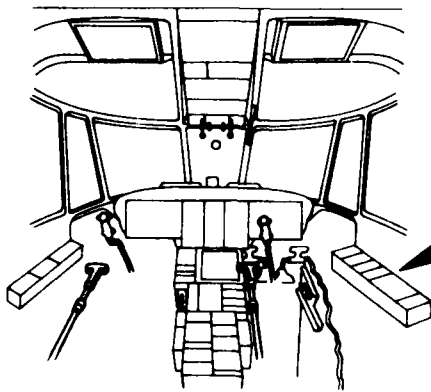
**Purpose:** To verify that the circuit breakers are IN and switches are set as appropriate.



**GO TO PAPER MOCK-UP** • STEP THROUGH ITEM  
TODAY WHERE EACH ACTION AND RESPONSE TAKES PLACE

**NORMAL START CHECKLIST ITEM NO. 1. Circuit Breakers and Switches .... CHECK**

**Purpose:** To verify that the circuit breakers are IN and switches are set as appropriate.



**4. Action**

Set Meter Selector switch to ASE  
(counter clockwise)

**5. Action**

Set Vertical Gyro switch to PORT (up)

**6. Action**

Check 4 Hardover switches OFF  
(covers down)

**7. Action**

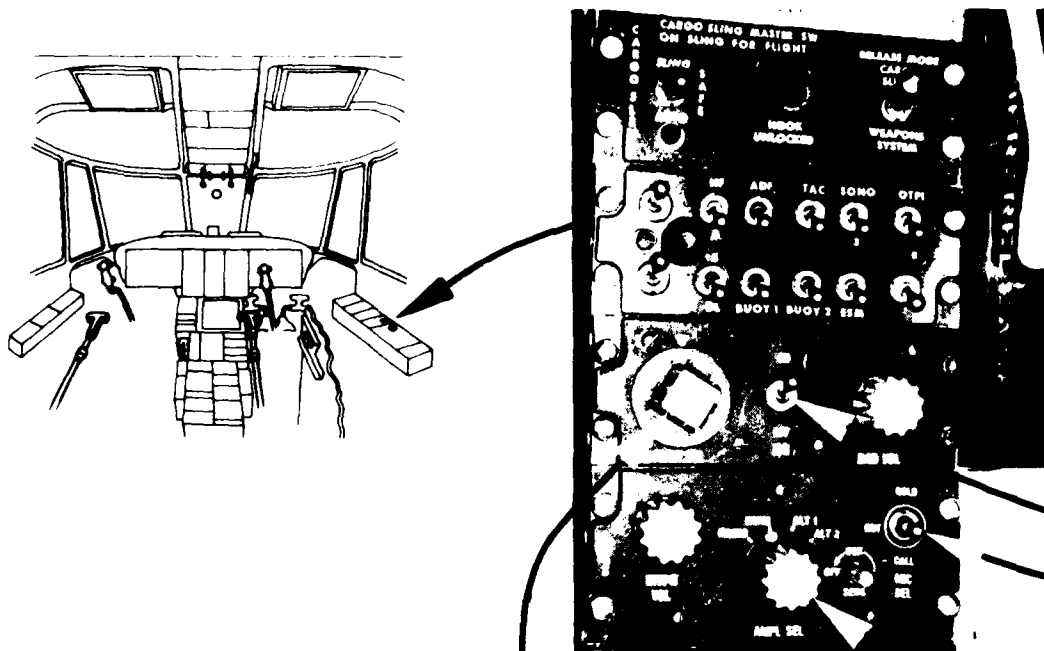
Check 4 Channel Disconnect switches  
to ON (up)

**GO TO PAPER MOCK-UP :**

**NORMAL START CHECKLIST ITEM NO. 7. Circuit Breakers and Switches .... CHECK**

**Purpose:**

To verify that the circuit breakers are IN and switches are set as appropriate.



**8. Action**

Set ICS AMPL SEL mode switch to NORM

**9. Action**

Set ICS microphone selector switch to COLD

**10. Action**

Set radio transmitter selector switch as desired, usually 1 or 4 (1 for UHF1, 4 for VHF2)

**11. Action**

Set ICS switch on RAD panel to ON

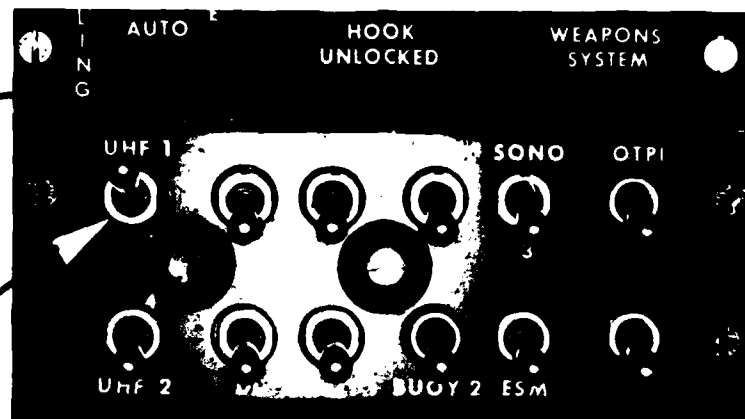
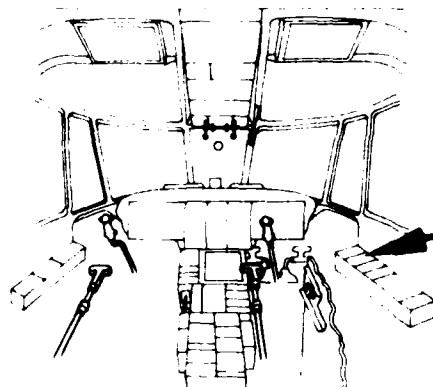
**GO TO PAPER MOCK-UP**

● PRACTICE ITEM ● KEEP PRACTICING UNTIL YOU RECALL WHAT TO DO WITHOUT HESITATING

**NORMAL START CHECKLIST ITEM NO. 1. Circuit Breakers and Switches .... CHECK**

**Purpose:**

To verify that the circuit breakers are IN and switches are set as appropriate.



**12. Action**

Set mixer switches as desired.  
Usually UHF 1 to ON (up)

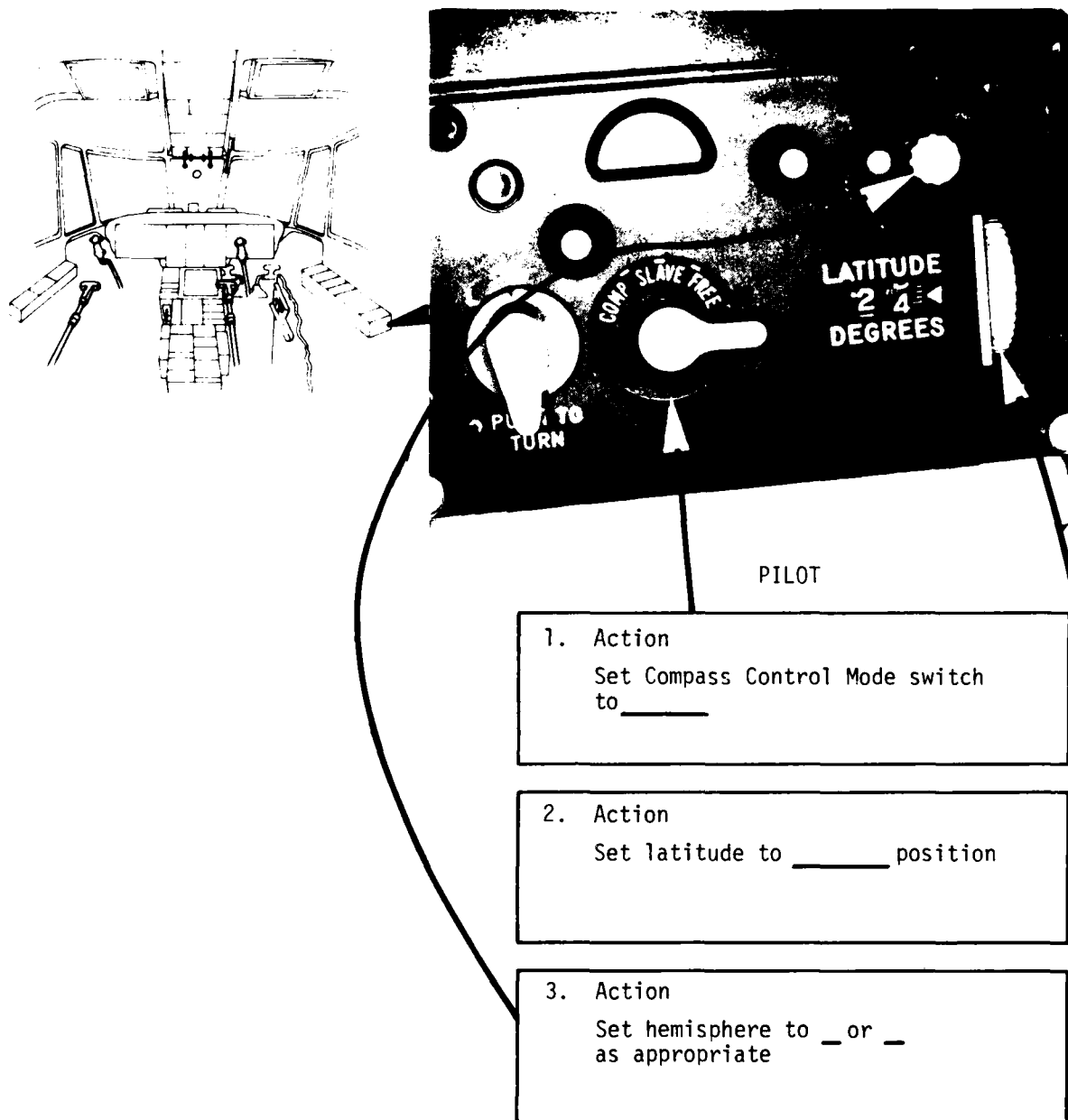
**GO TO PAPER MOCK-UP**

● PRACTICE ITEM ● KEEP PRACTICING UNTIL YOU  
RECALL WHAT TO DO WITHOUT HESITATING

NORMAL START CHECKLIST ITEM NO. 1. Circuit Breakers and Switches .... CHECK

**EXERCISE**

- FILL IN THE BLANKS
- WRITE ON SCRATCH PAPER — NOT THE BOOK
- REFER BACK TO CHECK YOUR ANSWERS

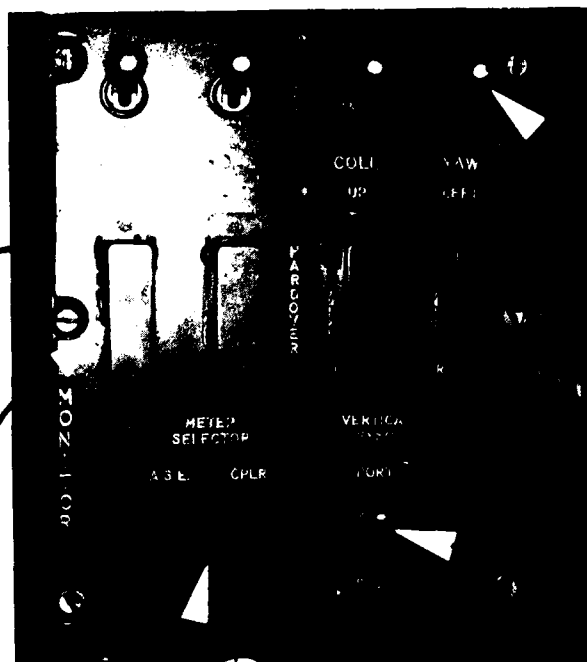
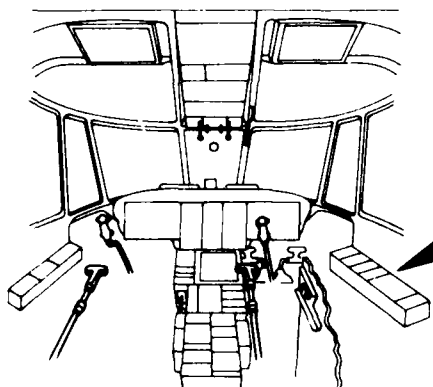


**AGAIN, GO TO PAPER MOCK-UP**

- PRACTICE ITEM
- KEEP PRACTICING UNTIL YOU RECALL WHAT TO DO WITHOUT HESITATING

**NORMAL START CHECKLIST ITEM NO. 1. Circuit Breakers and Switches .... CHECK**

**Purpose:**



4. Action

Set Meter Selector switch to \_\_\_\_  
( \_\_\_\_ )

5. Action

Set Vertical Gyro switch to \_\_\_\_ ( \_\_\_\_ )

6. Action

Check 4 Hardover switches \_\_\_\_  
(covers \_\_\_\_)

7. Action

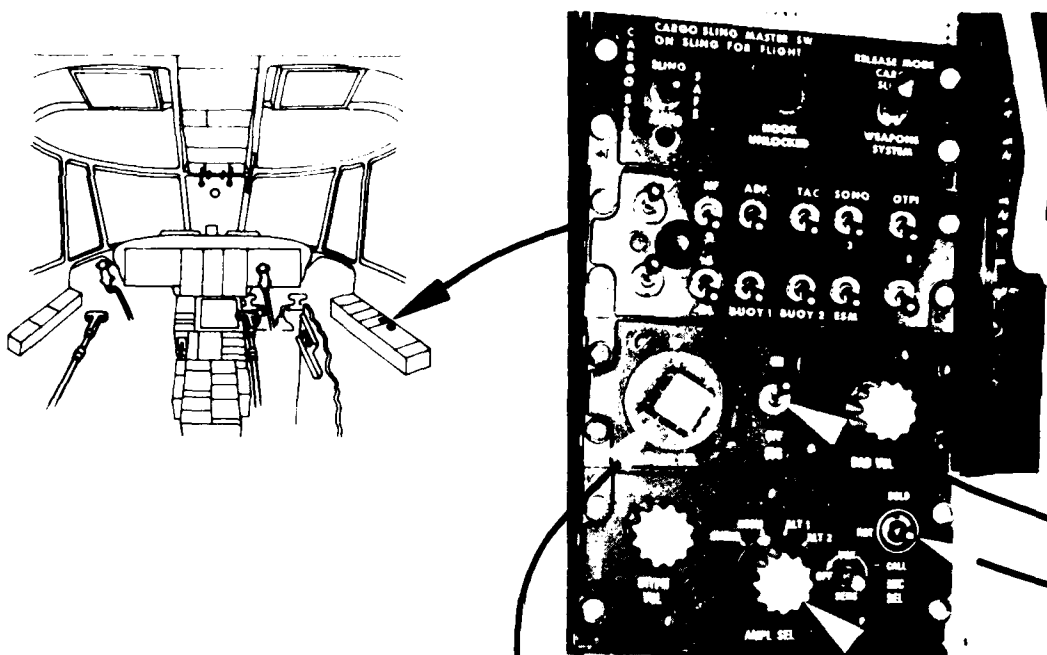
Check 4 Channel Disconnect switches  
to \_\_\_\_ ( \_\_\_\_ )

**AGAIN, GO TO PAPER MOCK-UP**

● PRACTICE ITEM ● KEEP PRACTICING UNTIL YOU  
RECALL WHAT TO DO WITHOUT HESITATING



**Purpose:**

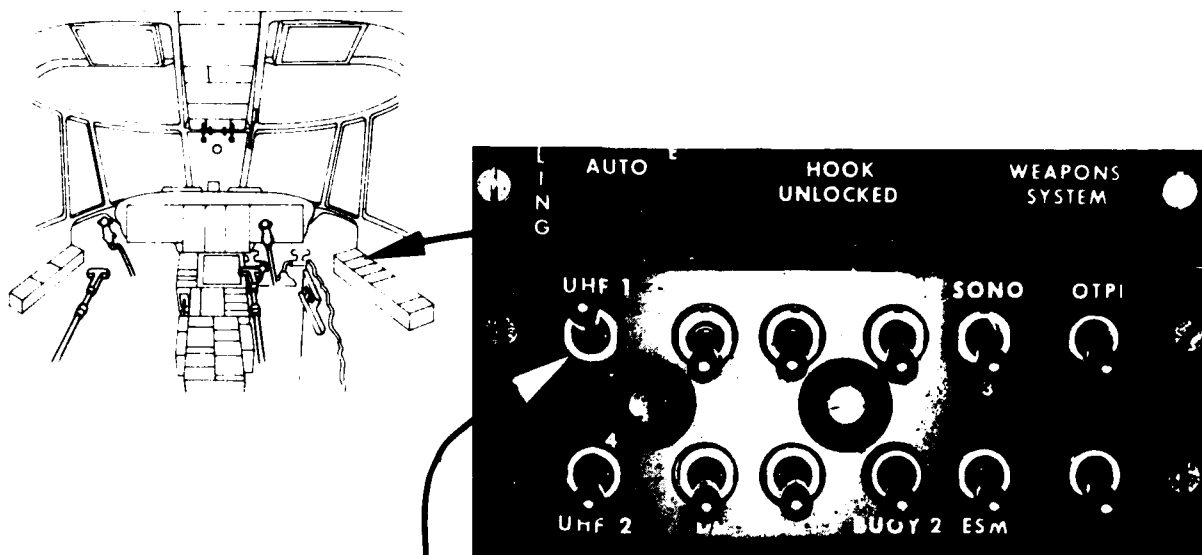


8. Action
- Set ICS AMPL SEL mode switch to \_\_\_\_\_
- 
9. Action
- Set ICS microphone selector switch to \_\_\_\_\_
- 
10. Action
- Set radio transmitter selector switch as desired, usually \_\_\_\_\_ or \_\_\_\_\_ (1 for UHF1, 4 for VHF2)
- 
11. Action
- Set ICS switch on RAD panel to \_\_\_\_\_

## GO TO PAPER MOCK-UP

**NORMAL START CHECKLIST ITEM NO. 1. Circuit Breakers and Switches .... CHECK**

**Purpose:**



**12. Action**

Set mixer switches as desired.  
Usually UHF 1 to \_ ( )

**AGAIN, GO TO PAPER MOCK-UP**

● PRACTICE ITEM ● KEEP PRACTICING UNTIL YOU  
RECALL WHAT TO DO WITHOUT HESITATING

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APPENDIX B

SAMPLE A AND B STAGE GRADE SHEETS AND SIMULATOR SCENARIOS

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MS 1 (TAEG) TRAINING FORM REV. 1 (16 JUNE 80)		ASF-4		COND. QUALITY		QUALIFIED		UNQUALIFIED		UNQUALIFIED		UNQUALIFIED	
FRP	COMP	INST	INCOMP	DATE	PILOT TIME	COPILOT TIME							
COPILLOT NAME													
TASK CODE													
AE100	NO. 2 ENGINE START												
BE201	MAX GROSS TAKEOFF												
BB100	INSTRUMENT DEPARTURE												
FJ700	HIGH SPEED FLIGHT												
FJ200	BLADE STALL (INTRO)												
FJ100	POWER SETTLING (INTRO)												
BE408	HOLDING												
BE402	TACAN APPROACH												
BE409	MISSED APPROACH												
CE500	SINGLE ENGINE MALFUNCTION ANALYSIS												
CB100	SINGLE ENGINE APPROACH RUNWAY (INTRO)												
CB300	SINGLE ENGINE APPROACH PAD (INTRO)												
CB200	SINGLE ENGINE LANDING RUNWAY (INTRO)												
CB400	SINGLE ENGINE LANDING PAD (INTRO)												
CB500	SINGLE ENGINE WAVEOFF (INTRO)												
CB600	SINGLE ENGINE MALFUNCTION TAKEOFF/ABORT (INTRO)												
CA100	AUTOROTATIONS (INTRO)												
BE600	RUN ON LANDING												
BE300	INSTRUMENT TAKEOFF												
BE404	ASR APPROACH												
BE500	NORMAL LANDING												
AG100	SHUTDOWN CHECKLIST												
AG200	ROTOR DISENGAGEMENT												
BA500	CHECKLISTS												
BG400	COMMUNICATIONS												
MALFUNCTIONS/EMERGENCIES (GRADE IF GIVEN)													
F1772	ROTOR BRAKE CAUTION LIGHT												
F1795	BLADE DAMPNER FAILURE												
FD803/4	LUBE PUMP SHAFT FAILURE (803/804)												
FD815/6	ENGINE FIRE (815/816)												
FC782	MGB CHIP LITE												
FC777	IMMEDIATE LOSS OF MGB OIL PRESSURE												
FC786	TRANSMISSION OIL OVERHEAT												
FC775	TRANSMISSION SYSTEM FAILURES (776 TO 789)												
FE798	TAIL ROTOR CONTROL LOSS (INTRO)												

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SIDE 2

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Initial Conditions (IC)

IC 4

CRT  
PAGE 10

PARAMETER CHANGE/MONITOR PAGE

<u>CODE</u>		<u>VALUE</u>
<u>AIRCRAFT/PARAMETERS</u>		
.10	Position (+N-S) (0-150 NM)	-74.9
.11	Position (+E-W) (0-150 NM)	15.9
.12	Altitude (0 - 12000 FT MSL)	18
.13	Heading (DEG, MAG)	270
.14	Gross Weight (21000 LBS MAX)	20,998
.15	Long Ctr of Gravity (IN) (258 276)	266
<u>ENVIRONMENT PARAMETERS</u>		
.20	Baro Pressure (29 - 31 IN HG)	29.92
.21	Field Temp (-30 to +50 DEG C)	35
.22	Wind Direction from (DEG, MAG)	240
.23	Wind Speed (0 - 50 KTS)	6
.24	Gust Amplitude (KTS)	0
.25	Sound Simulation (%)	25
.26	Vibration Level (%)	50
.27	Sea State (0-5)	2
	LT THROTTLE POSITION ERROR	-79
	RT THROTTLE POSITION ERROR	- 2
ALT		UHF 1
V VEL	0	UHF 2
HEADING		HF
R TAC	1	TACAN
B TAC	268	LF/ADF
R NDB		IFF
B NDB		
TORQUE		
BNK ANG		

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IC 4

CRT  
PAGE 15

## AIRCRAFT WEIGHT AND BALANCE

<u>CODE</u>		<u>VALUE</u>
.10	Sensor Operator (0/1/2)	2
	Fuel	
.11	Fwd Tank	2359
.12	Ctr Tank	1006
.13	Aft Tank	2400
	Cargo	
.14	External	0
.15	Internal	700
	Stores	
.16	B-57 Depth Bomb (LF/RF)	0
.17	MK-44 Torpedo (LF/RF)	0
.18	MK-46 Torpedo (LF/RF)	0
.19	AN/ALE-37 Chaff (LA/RA)	0
.20	AN/ASQ-81 (V) - 2 MAD	0
.21	Smoke Marker Launcher (2)	2
.22	MK-15 Marine Marker (24)	24

## Tube Loaded Sonobouys

CODE	TYPE	CODE	TYPE
.31	Tube No. 1 0	.37	Tube No. 7 0
.32	Tube No. 2 0	.38	Tube No. 8 0
.33	Tube No. 3 0	.39	Tube No. 9 0
.34	Tube No. 4 0	.40	Tube No. 10 0
.35	Tube No. 5 0	.41	Tube No. 11 0
.36	Tube No. 6 0	.42	Tube No. 12 0

41 = SSQ-41 50 = SSQ-50 62 = SSQ-62  
47 = SSQ-47 53 = SSQ-53 72 = SSQ-72

PRESENT TOTAL WEIGHT (21000 LBS MAX)  
PRESENT CG. STATION (258 to 276)

ALT  
V VEL  
AIRSPEED  
HEADING  
R TAC  
B TAC

0  
270  
1  
269

R NDB  
TORQUE  
BNK ANG  
No. 1 ENG  
No. 2 ENG  
BLADES

ON  
OFF  
SPREAD

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IC 4

CRT  
PAGE 15

AIRCRAFT WEIGHT AND BALANCE (continued)

ROTOR  
UHF 1  
UHF 2  
HF  
TACAN  
LF/ADF  
IFF

ISENGAGED

NIP 48



ASF-4 SIMULATOR SCENARIO

OBJECTIVE

An objective of this flight is to continue developing instrument skills. At the completion of this flight, the student should be able to (1) plan and fly a flight under simulated instrument conditions requiring an instrument departure, airways navigation, and terminal procedures and (2) cope with malfunctions while operating under instrument conditions. A second objective is to introduce the student to unusual flight characteristics of the SH-3 aircraft when operating under max gross conditions, encountering blade stall or power settling. The third objective is to introduce complex emergencies such as dual engine failure, autorotations, single engine landings, and takeoff aborts.

BRIEFING INFORMATION

Characteristics of blade stall and power settling are discussed in PQS 0102, Flight Characteristics Theory. Students should be briefed on the conditions expected and the manner in which the other malfunctions and emergencies to be introduced are handled. In addition, the following items should be briefed:

CREW BRIEF

1. Flight Gear
2. Ditching
  - a. Overland
    - (1) Controlled
    - (2) Uncontrolled
  - b. Overwater
    - (1) Controlled
    - (2) Uncontrolled
3. Lookout

COPILOT BRIEF

1. Cockpit Coordination
  - a. Checklist Method
  - b. Practice Autorotations
  - c. Practice Single Engines
  - d. Power/Scan Backup
2. Communications Responsibilities  
IFR/VFR
3. Vertigo/Disorientation
  - a. Notification
  - b. Parameters
4. Emergencies
  - a. Control of Aircraft
  - b. Dual Concurrence
  - c. Immediate Action
    - (1) Engine Fire
    - (2) Engine Malfunction
    - (3) Hardover
    - (4) Tail Rotor Loss
    - (5) Dual Engine Loss
    - (6) Others: Use Checklist

2F64C (SH-3) Scenario

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SPECIAL BRIEFING ITEMS FOR THIS FLIGHT

1. Aircraft/Simulator Start

- a. Interior and exterior preflight inspections--complete
- b. Aircraft has flown previously today; this will be a hot seat change of pilots with systems checks complete
- c. Complete all checklists applicable for this flight.

2. Communications

Make all applicable radio calls. The call sign of today's aircraft is "ALPHA ROMEO \_\_\_\_."

3. Taxi, Takeoff, and Flight

- a. Taxi
- b. Takeoff (high gross weight, high temperature)
- c. Tasks to be trained or maneuvers to be performed on this flight.

4. Flight Publications Required

En route Low Altitude Charts 19/20  
Vol. 9, Low Altitude Instrument Approach Procedures, S.E.  
IFR and VFR Supplements  
Jacksonville Sectional Chart

FREQUENCIES THAT MAY BE REQUIRED ON THIS FLIGHT

Frequency and Channelization card.

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ASF-4 SIMULATOR SCENARIO, STUDENT NO. 1

1. Simulator setup:

- a. Check safety mat free of object, ramp and walkway clear
- b. Lower safety bar and close door
- c. Raise ramp and ensure UP light illuminated
- d. Students--briefed on EMERGENCY EGRESS FROM TRAINER
- e. Safety belts fastened
- f. Master power, trainer power, and freeze lights illuminated
- g. MAT, DOOR, HI TEMP, LOW OIL, GATE, and RAMP indicator lights out
- h. Motion--ON
- i. Ensure all systems are ON and rotor brake is ON.

2. Initiate problem with No. 1 engine running, blades spread, and systems check complete. Prepare for malfunction on rotor engagement. SELECT IC No. 4 and enter.

- a. Freeze--OFF
- b. Start No. 2 engine; complete checklist
- c. Enter (.794), blade out of track
- d. Clear malfunction and complete engagement after action on malfunction.

3. Before Taxi:

Call sign for today is "ALPHA ROMEO \_\_\_\_."

a. Contact Clearance Delivery

(1) If clearance previously filed, "Navy JAX Clearance Delivery ALPHA ROMEO \_\_\_\_, NIP 32 to Mayport." If not, include ETD, ETE and Wx Brief number.

(2) "ALPHA ROMEO \_\_\_\_, Navy JAX Clearance Delivery, clearance on request."

b. Taxi Checklist

(1) "ALPHA ROMEO \_\_\_\_, Navy JAX Clearance Delivery, advise when ready to copy clearance."

(2) "Navy JAX Clearance Delivery, ALPHA ROMEO \_\_\_\_, ready to copy."

(3) "ATC clears ALPHA ROMEO \_\_\_\_, as filed. After takeoff, maintain Rwy Head; climb to 2,000. One West of Navy JAX turn right to heading 360. Expect 4,000, 10 minutes after departure. Contact Departure Control on frequency 351.8, Squawk Mode 3, Code 0401. Readback."

2164C (S4-3) Scenario

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(4) Readback

(5) "ALPHA ROMEO \_\_\_\_\_, readback correct; contact Navy JAX ground control when ready to taxi."

c. Taxi Clearance

(1) "Navy JAX Ground Control, ALPHA ROMEO \_\_\_\_\_, taxi, IFR to Mayport."

(2) "ALPHA ROMEO \_\_\_\_\_, Navy JAX Ground Control cleared to taxi to and hold short of Runway 27. Wind 240/6 knots, altimeter 29.92. Over."

(3) "ALPHA ROMEO \_\_\_\_\_."

4. Before Takeoff:

- a. Instructor/student brief
- b. Pre-Takeoff Checklist
- c. Takeoff Checklist
- d. Request Takeoff Clearance.

(1) "Navy JAX Tower ALPHA ROMEO \_\_\_\_\_, ready for takeoff, IFR to Mayport."

(2) "ALPHA ROMEO \_\_\_\_\_, begin assigned Squawk, cleared for takeoff, maintain runway heading after takeoff, wind 240/5 knots, switch to Jacksonville Departure Control on 351.8."

5. Max Gross Running Takeoff IFR:

Contact Departure and complete Post-Takeoff Checklist.

a. "Jacksonville Departure, Navy Copter ALPHA ROMEO \_\_\_\_\_, off Navy JAX climbing to 2,000."

b. "ALPHA ROMEO \_\_\_\_\_, radar contact, turn right to 360 and report reaching 2,000."

c. Report 2,000 feet.

d. "Roger ALPHA ROMEO \_\_\_\_\_, turn right to 060, climb to and maintain 4,000 "

e. Acknowledge.

2164C (SH-3) Scenario  
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6. Instructor establish conditions to demonstrate onset of blade stall or use DEMO No. 1.

a. At onset of blade stall have student recover. Freeze trainer if necessary to prevent loss of control.

b. Establish controlled flight.

c. If DEMO used: Press DEMO switch. (Note segment light will illuminate and show a "0" if a briefing is available or a "1" if demonstration maneuver only is available.)

7. Power Settling.

a. Establish flight conditions that could lead to power settling and recovery. Press FREEZE. At Select Digi Switches, enter DEMO 9 for power settling demonstration

b. At conclusion of Demo, trainer should freeze and return to position prior to Demo.

c. Establish normal flight en route to PARNEL. Reduce gross weight to 19,000 lbs and temperature to 15°. (Notify student.)

d. Establish normal flight en route to PARNEL.

8. Clearance to PARNEL.

a. "ALPHA ROMEO \_\_\_\_\_, cleared direct to PARNEL. Enter published holding. Maintain 4,000. Expect approach clearance at \_\_\_\_\_. Over."

b. "ALPHA ROMEO \_\_\_\_\_."

c. "Jacksonville Approach, ALPHA ROMEO \_\_\_\_\_ at 4,000."

d. "ALPHA ROMEO \_\_\_\_\_, Jacksonville Approach, Radar temporarily out of service. Report established in holding at PARNEL."

e. Report PARNEL.

f. "ALPHA ROMEO \_\_\_\_\_, JAX Approach, descend to and maintain 2,000."

g. "Jacksonville Approach, ALPHA ROMEO \_\_\_\_\_, out of 4,000 for 2,000."

9. Holding and Approach. Allow student to enter holding and make at least one pattern with clearance on second inbound, time permitting. (Mayport Approach Map.)

Approach Clearance

a. "ALPHA ROMEO \_\_\_\_ is cleared for a TACAN 22 approach to Mayport. Mayport reporting 500 broken, 2 miles visibility, wind 210/7 knots, altimeter 29.94. Contact Mayport tower on frequency 265.8 at the 4 mile DME on final approach."

b. Acknowledge and complete Before Landing Checklist.

c. Contact Mayport at 4 DME.

d. "ALPHA ROMEO \_\_\_\_, wind 210/6 knots, cleared to land RWY 22, check landing gear down and locked."

e. Acknowledge.

10. At minimums advise student that field is not in sight. He should execute a missed approach.

a. "Mayport Tower, ALPHA ROMEO \_\_\_\_, missed approach, request clearance to Jacksonville Approach."

b. "ALPHA ROMEO \_\_\_\_, contact Jacksonville Approach on 381.5."

c. Acknowledge and contact JAX.

d. "ALPHA ROMEO \_\_\_\_, left turn to intercept the 075 radial of Mayport, cleared to PARNEL. Over."

e. Acknowledge.

f. "JAX approach, ALPHA ROMEO \_\_\_\_, cancel my IFR at this time."

g. Freeze Trainer. Show student track on CRT or print copy for debrief.

11. Single Engine Malfunction Analysis:

a. Select a malfunction that will cause engine failure or require the student to shut the engine down such as Lube Pump Shaft Failure (.803/.804) or engine fire (.815/.816). For delayed malfunction use number preceded by a minus (-) instead of a point (.).

b. Enter. If delayed malfunction press MALF's INSERT switch.

c. Single Engine Checklist.

12. Single Engine Operations:

Landing Clearance

a. "Mayport Tower, ALPHA ROMEO, \_\_\_\_ miles East of Mayport at \_\_\_\_ ft. Lost No. \_\_\_\_ engine, request landing and emergency equipment standing by."

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b. "ALPHA ROMEO \_\_\_\_\_, Mayport Tower, cleared to land Runway 22 or Pad 2; wind 200/7 knots, altimeter 29.93. Report channel entry with gear."

c. Complete landing checklist and single engine landing approach.

13. Single engine waveoff:.

a. At an appropriate time before touchdown, instructor direct waveoff, continue around for another approach to touchdown. If additional approaches are needed reset trainer to pattern altitude for another approach (IC \_\_\_\_).

b. After Landing Checklist, as required, preparatory for the next takeoff. Delete all previous malfunctions.

14. Single Engine Malfunction on Takeoff/Abort:

a. Call up .839/.840 for axial shaft failure which will cause flameout when activated.

b. Complete Pre-Takeoff and Takeoff Checklists as required.

c. Begin Takeoff.

d. Enter malfunction unless delayed malfunction procedure has been entered, then press MALF INSERT.

e. Upon completion of abort. Freeze the trainer and reset to inflight at Mayport. (IC-8)

15. Main Gear Box Malfunctions. Select MGB Chip Light (.782), immediate loss of transmission oil pressure (.777), or transmission oil overheat (.786).

a. Enter malfunction code.

b. After required malfunction action is completed and checklist completed, delete malfunction by punching in Malfunction Override.

16. Normal Takeoffs and Landings. At least three.

17. Autorotations. Position aircraft for autorotations at Mayport or assume autorotation at night on instruments. Recommend demonstration No. 2.

a. Press Freeze. At Select Digi Switches, enter 2 for demonstration.

(1) Press DEMO switch. (Note: segment light will illuminate and show "0" if a briefing is available or a "1" if demonstration maneuver only is available.)

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(2) Press Freeze and briefing will begin. Upon completion of briefing,

(3) Press Freeze and demonstration will begin.

b. At conclusion of Demo, trainer should freeze and return to position prior to Demo.

18. Autorotation should be practiced to the ground. The student is being trained to cope with an emergency, not for practice in power recoveries.

Reset to appropriate altitude for subsequent practice. At least one dual engine failure should be given. Malfunctions .839 and .840 if given simultaneously should set up condition to flameout both engines. Altitude can be varied from 500 feet up in accordance with student performance. Caution: recommend that not more than 5 or 6 be given without a significant break to do other type training. After practicing autorotations resulting from malfunctions, practice autorotations with power recovery.

19. Run On Landing. Have student do one or more run on landings at Mayport. Upon completion of this practice interrupt for change of students.

20. Landing:

- a. After landing checklist
- b. Refueling in accordance with hot seat procedures. (Perform hand signals)
- c. Shutdown No. 2
- d. Freeze for change of pilots.

21. Simulator Shutdown:

- a. Freeze--PRESSED
- b. Motion--PRESSED, light extinguished
- c. Lower RAMP--Down light illuminated
- d. Unlatch and raise safety bar.



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ASF-4 SIMULATOR SCENARIO, STUDENT NO. 2

1. Simulator setup:

- a. Check safety mat free of objects, ramp and walkway clear
- b. Lower safety bar and close door
- c. Raise ramp and ensure UP light illuminated
- d. Students--briefed on EMERGENCY EGRESS FROM TRAINER
- e. Safety belts fastened
- f. Master power, trainer power, and freeze lights illuminated
- g. MAT, DOOR, HI TEMP, LOW OIL, GATE, and RAMP indicator lights out
- h. Motion--ON
- i. Ensure all systems are ON and rotor brake is ON
- j. Initiate problem with No. 1 engine running, blades spread, and systems check complete. Verify internal cargo to 700; crewmen to 2; fuel 2359 Fwd, 1006 Center, AFT 2400 (gross should be about 21,000) Temp to 35°C.

2. All other conditions remain the same. Select malfunction. Blade dampner failure (.795).

- a. Freeze--OFF
- b. Start Engine No. 2
- c. Enter Malfunction selected
- d. Clear malfunction and complete engagement.

3. Before taxi:

- a. Taxi Checklist
- b. Taxi Clearance.

4. Before takeoff:

- a. Pre-takeoff Checklist
- b. Takeoff Checklist
- c. Instructor brief on Max Gross Takeoff Procedure, high speed flight and blade stall.

5. Takeoff:

Takeoff Clearance

- a. "Mayport Tower, ALPHA ROMEO \_\_\_\_, ready for takeoff; request JAX 1 departure."
- b. "ALPHA ROMEO \_\_\_\_, cleared to 1ft, right turn after takeoff, JAX 1 departure approved. Wind 240/8, altimeter 29.92."

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- c. Takeoff
  - d. Post-Takeoff Checklist.
6. High Speed Flight
- Continue until onset of blade stall; if stall occurs and student is unable to recover, freeze the trainer.
7. Power Settling. Demonstration mode can be used or instructor can allow student to perform. If Demo used, refer to procedure used for first student.
- a. Instructor establish conditions to induce power settling. After recovery or freeze, reduce gross weight to 19,000 and temperature to 15°C. (Notify student.)
  - b. Establish normal flight.
8. Call up malfunction that will lead to single engine operation: Lube Pump Shaft (.803/.804), engine fire (.815/.816), or immediate loss of oil pressure (.807/.808) and high oil temp (.811/.812).
9. Single Engine Malfunction Analysis:
- a. Enter malfunction selected
  - b. Single engine checklist.
10. Single Engine Operations:
- a. Landing clearance for Mayport
  - b. Landing Checklist
  - c. Single engine missed approach
  - d. Single engine landing
  - e. Reset to final approach if additional landing practice required.
11. Single Engine Malfunction Takeoff/Abort. Call up .839 or .840 for flameout.
- a. Brief for takeoff
  - b. Complete checklists and request takeoff
  - c. Begin takeoff
  - d. Enter malfunction.
12. After aborted takeoff, freeze, clear malfunction and reset for another takeoff at Mayport. Practice a minimum of 3 Normal Takeoffs and Landings.
13. Main Gear Box Malfunction. Call up Transmission Malfunction (.776 to .789); identify malfunction given on grade card.

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a. Enter malfunction, after completion of required action and completion of checklist

b. Clear malfunction.

14. Tail Rotor Control Loss. Call up rotor control cable loss (.798).

Complete recovery with landing.

15. Autorotations. Practice autorotations to ground at Mayport; at least one should be induced by malfunctions such as dual engine failure (.839 and .840). Use IC 17 for reset to 800.

16. Instrument Takeoff and Departure.

a. Pre-Takeoff and Takeoff Checklists

b. IFR Mayport to NAS Jacksonville for TACAN Approach to NAS Jacksonville.

(1) "Mayport Ground Control, ALPHA ROMEO \_\_\_\_\_, IFR to Navy Jax, request clearance."

(2) "ATC clears ALPHA ROMEO \_\_\_\_\_ to Navy Jacksonville as filed. Climb runway heading to 1,000, right turn to 240°, climb to 3,000. Contact Jacksonville Departure Control on 322.4, Squawk Mode 3, Code 0402. Readback."

(3) Readback

(4) "Readback correct. Contact Mayport Tower on 265.8 when ready for takeoff."

17. Takeoff:

a. "Mayport Tower, ALPHA ROMEO \_\_\_\_\_ ready for takeoff IFR to Navy Jax."

b. "ALPHA ROMEO \_\_\_\_\_ cleared to lift; begin Squawk, winds 220/10 knots, contact Jacksonville Departure on 322.4."

18. After Takeoff:

a. Contact Jacksonville Departure

(1) "Jacksonville Departure, Navy Copter ALPHA ROMEO \_\_\_\_\_, off Mayport maintaining runway heading."

(2) "ALPHA ROMEO \_\_\_\_\_ this is Jacksonville Departure, radar contact, turn right to 240°, maintain 3,000."

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(3) "ALPHA ROMEO \_\_\_\_."

b. Post-Takeoff Checklist.

19. En route discuss communications failures.

20. Terminal Procedures

a. "ALPHA ROMEO \_\_\_\_ this is Jacksonville Departure, contact Jacksonville Approach on 284.6. Over."

b. "Jacksonville Approach, ALPHA ROMEO \_\_\_\_ at 3,000."

(1) "ALPHA ROMEO \_\_\_\_ this is Jacksonville Approach, cleared to MANDARIN via radar vectors, maintain 3,000, expect further clearance at \_\_\_\_."

(2) "ALPHA ROMEO \_\_\_\_."

(3) "ALPHA ROMEO \_\_\_\_, JAX Approach, Navy JAX weather 500 overcast, 1 mile visibility, wind 180/10, altimeter 29.92. Landing Runway 9."

c. Vector student to MANDARIN, check entry into holding pattern, time and procedures, wind corrections and preparation for a TACAN Approach. Landing Checklist.

(1) "ALPHA ROMEO \_\_\_\_ cleared for TACAN 9 to Navy JAX, report leaving MANDARIN and 3,000."

(2) "Jacksonville Approach, ALPHA ROMEO \_\_\_\_, leaving MANDARIN and out of 3000."

(3) At 6 mile arc, "ALPHA ROMEO \_\_\_\_, contact Navy JAX RADAR on frequency 374.8."

(4) "ALPHA ROMEO \_\_\_\_."

(5) "Navy JAX RADAR, ALPHA ROMEO \_\_\_\_."

(6) "ALPHA ROMEO \_\_\_\_, Navy JAX RADAR, Radar contact \_\_\_\_ miles, report 5 mile DME."

(7) "ALPHA ROMEO \_\_\_\_."

(8) "Navy JAX RADAR, ALPHA ROMEO \_\_\_\_, at 5 mi DME inbound."

(9) "ALPHA ROMEO \_\_\_\_, Navy JAX RADAR, continue approach, expect further clearance at 3 miles."

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(10) At \_\_\_\_\_ miles, "ALPHA ROMEO \_\_\_\_\_, you are cleared to land, wind 180/10."

(11) "ALPHA ROMEO \_\_\_\_\_."

21. Instructor. At minimums do not call field in sight; have student execute missed approach.

Missed approach

a. "Navy JAX RADAR, ALPHA ROMEO \_\_\_\_\_, executing missed approach, request ASR approach to Navy JAX."

b. "ALPHA ROMEO \_\_\_\_\_, contact Jacksonville approach this frequency."

c. Acknowledge

d. "Jacksonville Approach, ALPHA ROMEO \_\_\_\_\_, missed approach to Navy Jax request ASR approach."

e. "ALPHA ROMEO \_\_\_\_\_, turn right, climb to 1,600 on the 185 radial of Navy Jacksonville TACAN." Instructor vector for base leg to Runway 27 then

f. "ALPHA ROMEO \_\_\_\_\_, JAX Approach, contact Navy Jax Radar this frequency for ASR approach."

g. "Navy JAX RADAR, ALPHA ROMEO \_\_\_\_\_."

22. Instructor. Direct ASR Approach in the following manner. Bring up JAX Approach Map for vectors to final and then GCA Map for Runway 27. Instructor will be required to issue commands as steering commands for an ASR are not issued by computer.

a. "ALPHA ROMEO \_\_\_\_\_, Radar contact \_\_\_\_\_ miles \_\_\_\_\_ of Navy JAX."

b. "This will be a surveillance approach to Runway 27. What are your landing intentions?"

c. "Navy JAX GCA, ALPHA ROMEO \_\_\_\_\_, this will be a final landing."

(1) "ALPHA ROMEO \_\_\_\_\_, Navy Jacksonville weather ceiling 500 overcast, 1 mile visibility, wind 180/10, altimeter 29.92."

(2) "ALPHA ROMEO \_\_\_\_\_, your missed approach procedure is climb and maintain 1,600, 1 mile west of Navy JAX TACAN turn left heading 170°."

d. On downwind or base leg, call for landing checklist.

"ALPHA ROMEO \_\_\_\_\_, perform landing checklist."

2F64C (SH-3) Scenario

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- e. After turn on final
    - (1) "ALPHA ROMEO \_\_\_\_ this is your final controller, wheels should be down. Over."
    - (2) Acknowledge wheels down and locked and request recommended altitudes during the approach.
  - f. At 6-1/3 miles issue
    - (1) "ALPHA ROMEO \_\_\_\_ 6-1/3 miles from runway, prepare to descend in 1 mile, minimum descent altitude 480. Report runway in sight."
    - (2) "Five miles from runway, your altitude should be 1,520."
  - g. Issue altitude information in accordance with the following at
    - 4 miles - 1,220
    - 3 miles - 920
    - 2 miles - 620
  - h. As required, "Heading \_\_\_\_, \_\_\_\_ miles from runway." At least once each mile, "Altitude should be \_\_\_\_."
  - i. On course or slightly left/right of course, and trend information as appropriate.
  - j. At 2½ miles, "\_\_\_\_ miles from runway, wind \_\_\_\_ at \_\_\_\_, cleared to land."
  - k. "1 mile from runway, take over visually; if runway/runway lights/approach lights not in sight, execute missed approach. Over."
23. Upon completion of ASR approach and Run on landing, clear aircraft to shutdown in present position.
- "ALPHA ROMEO \_\_\_\_, cleared to shutdown in present position. Winds 240/8."
24. After landing checklist:
- Engine Fire No. 1 on ground (.815)
- a. Enter .815
  - b. Fire extinguisher circuit breaker (.973)
  - c. Enter .973.

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25. Simulator Shutdown. Perform the following:

- a. Freeze--ON
- b. Motion Switch--Pressed, light extinguished
- c. Lower Ramp--DOWN light illuminated
- d. Unlatch and raise safety bar. Stow in up position.

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HS 1 (TAEG) TRAINING FORM REV. 2 (11 DEC 80)		BSF-3		CROSS-REF. BY 100		CROSS-REF. BY 100		CROSS-REF. BY 100		CROSS-REF. BY 100	
FRP	INST	DATE	PILOT	COPILOT	TIME	TIME	TIME	TIME	TIME	TIME	TIME
COPILLOT NAME											
TASK CODE											
DA100	TAC NAV CHECK										
DA200	COUPLER DOPPLER CHECK										
BG500	NITE LIGHTING PROCEDURE										
BE300	INSTRUMENT TAKEOFF										
BB100	INSTRUMENT DEPARTURE										
DA300	PRE-DIP CHECKLIST										
DB100	AUTO APPROACH PILOT PROCEDURES										
DC100	ALTERNATE APPROACH PILOT PROCEDURES (INTRO)										
DC200	ALTERNATE APPROACH COPILLOT PROCEDURES										
DB300	HOVER DEPARTURE PROCEDURES										
DA500	SONAR DEPLOYMENT VOICE PROCEDURES										
DF100	USE OF CABLE ALTITUDE (INTRO)										
DE100	FREESTREAM RECOVERY										
EB100	IFP SAR SCENARIO DEMO										
BE402	TACAN APPROACH										
BE409	MISSED APPROACH										
BE403	JCA APPROACH										
CE300	MANUAL THROTTLE										
BA500	CHECKLISTS										
CE500	SINGLE ENGINE MALFUNCTION ANALYSIS										
MALFUNCTIONS/EMERGENCIES (GRADE 1E GIVEN)											
FA756	ELECTRICAL FIRE										
DE912	BEEPER TRIM FAILURE										
FD845/846	FUEL CONTROL CONTAMINATION										
FB878	ASE MALFUNCTION (.879 TO .890)										
DE938	RADAR ALTIMETER FAILURE										
FD835/836	COMPRESSOR STALL										
FD803/804	LUBE PUMP SHAFT FAILURE										
FD843/844	P-3 SIGNAL LOSS										
FA751	GENERATOR FAIL (.751/752)										
DE200	SONAR RAISE MALFUNCTIONS										
DE400	BOTTOMED DOME										
DE500	HUNG DOME										



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[illegible]

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Initial Conditions (IC)

IC 13

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PARAMETER CHANGE/MONITOR PAGE

<u>CODE</u>		<u>VALUE</u>
<u>AIRCRAFT PARAMETERS</u>		
.10	POSITION (+N-S) (0-150 NM)	-74.9
.11	POSITION (+E-W) (0-150 NM)	16.0
.12	ALTITUDE (0 - 12000 FT MSL)	18
.13	HEADING (DEG, MAG)	090
.14	GROSS WEIGHT (21000 LBS MAX)	18981
.15	LONG CTR OF GRAVITY (IN) (258 276)	266
<u>ENVIRONMENT PARAMETERS</u>		
.20	BARO PRESSURE (29 - 31 IN HG)	29.92
.21	FIELD TEMP (-30 TO +50 DEG C)	25
.22	WIND DIRECTION FROM (DEG, MAG)	090
.23	WIND SPEED (0 - 50 KTS)	10
.24	GUST AMPLITUDE (KTS)	0
.25	SOUND SIMULATION (%)	25
.26	VIBRATION LEVEL (%)	50
.27	SEA STATE (0-5)	2
	LT THROTTLE POSITION ERROR	-78
	RT THROTTLE POSITION ERROR	- 2
ALT		UHF 1
V VEL		UHF 2
AIRSPED	0	HF
HEADING		TACAN
R TAC	1	LF/ADF
B TAC	270	IFF
R NDB		
B NDB		
TORQUE		
BNK ANG		

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IC 13

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AIRCRAFT WEIGHT AND BALANCE

<u>CODE</u>		<u>VALUE</u>
		2
.10	SENSOR OPERATOR (0/1/2)	
	FUEL	
.11	FWD TANK	1400
.12	CTR TANK	600
.13	AFT TANK	2000
	CARGO	
		0
.14	EXTERNAL	450
.15	INTERNAL	
	STORES	
.16	B-57 DEPTH BOMB (LF/RF)	
.17	MK-44 TORPEDO (LF/RF)	
.18	MK-46 TORPEDO (LF/RF)	
.19	AN/ALE -37 CHAFF (LA/RA)	
.20	AN/ASQ-81 (V)-2 MAD	2
.21	SMOKE MARKER LAUNCHER (2)	24
.22	MK-15 MARINE MARKER (24)	

TUBE LOADED SONOBOUYS

CODE	TYPE	CODE	TYPE
.31	TUBE No. 1 0	.37	TUBE No. 7 0
.32	TUBE No. 2 0	.38	TUBE No. 8 0
.33	TUBE No. 3 0	.39	TUBE No. 9 0
.34	TUBE No. 4 0	.40	TUBE No. 10 0
.35	TUBE No. 5 0	.41	TUBE No. 11 0
.36	TUBE No. 6 0	.42	TUBE No. 12 0
41 = SSQ-41	50 = SSQ-50	62 = SSQ-62	
47 = SSQ-47	53 = SSQ-53	72 = SSQ-72	

PRESENT TOTAL WEIGHT (21000 LBS MAX)  
PRESENT CO STATION (258 TO 276)

ALT		No. 1 ENG	ON
V VEL		No. 2 ENG	OFF
AIRSPD	0	BLADES	SPREAD
HEADING		ROTOR	DISENGAGED
R TAC	1	UHF	1
B TAC	270	UHF	2
F NDB		HF	
E NDB		TACAN	NIP 48
TORQUE		LF/ADF	
LNK ANG		IFF	

BSF-3 SIMULATOR SCENARIO

OBJECTIVE

The objective of this flight is to allow the student to refresh previously learned skills, practice tasks introduced or demonstrated on BSF-2, and introduce new tasks. At the conclusion of this flight the student should have developed (1) the skills required for a night flight in the SH-3 aircraft and (2) a level of proficiency in basic instrument skills required to perform the maneuvers associated with sonar dipping approaches and SAR procedures.

BRIEFING INFORMATION

The instructor should brief on the various maneuvers to be practiced on this flight and explain the procedures to be utilized for introducing the new tasks scheduled for training. In addition, the following items will be briefed as appropriate for this flight.

CREW BRIEF

1. Flight Gear/SAR Gear
2. Ditching
  - a. Over Land
    - (1) Controlled
    - (2) Uncontrolled
  - b. Over Water
    - (1) Controlled
    - (2) Uncontrolled
  - c. Water Takeoff
3. Lookout  
Taxi and inflight
4. Coupler Procedures
  - a. Pot/Switch Movements
  - b. Cable Centering
  - c. Depth Changes
  - d. Sonar ICS
5. SAR Procedures
  - a. Lookout (IFR/VFR)
  - b. Equipment Prep
  - c. Smoke Matrix Use
  - d. Hover Coordination  
Hover Trim/Talkover (IFR/VFR)
  - e. Swimmer Deployment (IFR/VFR)
  - f. Lost ICS Comm

COPILOT BRIEF

1. Cockpit Coordination
  - a. Checklist Method
  - b. Practice Autorotations
  - c. Power/Scan Backup
2. Comm. Responsibilities  
IFR/VFR emergencies
3. Vertigo/Disorientation
  - a. Notification
  - b. Parameters
4. Emergencies
  - a. Control of Aircraft
  - b. Dual Concurrence
  - c. Immediate Action
    - (1) Eng Fire
    - (2) Eng Malf
    - (3) Hardover
    - (4) T/R Loss
    - (5) Dual Eng Loss
    - (6) Others: Use Checklist

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SPECIAL BRIEFING ITEMS FOR THIS FLIGHT

1. Aircraft/Simulator Start

- a. Interior and Exterior Preflight Inspections--complete
- b. Hot seat change, No. 1 engine running, blades spread, rotorbrake ON
- c. Complete all checklists.

2. Communications

Make all applicable radio calls, call sign "ALPHA ROMEO \_\_\_\_".

3. Taxi, Takeoff, and Flight

4. Approach Map for NAS Jacksonville and Jacksonville Sectional Chart should be used to brief students on departure and return route to NAS Jacksonville and NS Mayport.

Flight Equipment

Helmet, Boots, Flight Suit, Gloves, Dog Tag

Navigation Charts, Approach Plates, and Radio Frequencies Available

In route Low Altitude Charts 19/20  
Vol. 9, Low Altitude Instrument Approach Procedures, S.E.  
Radio Frequency Card for Jacksonville Area

FREQUENCIES THAT MAY BE REQUIRED ON THIS FLIGHT

<u>Station</u>	<u>Channel/Freq.</u>	<u>Button</u>
NIP TACAN	48	
NIP Ground Control	336.4	2
NIP Tower	355.8	3
NRB Ground Control	233.7	6
NRB Tower	265.8	5
NRB TACAN	51	
NIP GCA	374.8	
SEALORD	338.1	

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BSF-3 SIMULATOR SCENARIO, STUDENT NO. 1

1. Simulator Setup:

- a. Check safety mat free of objects, ramp and walkway clear
- b. Lower safety bar and close door
- c. Raise ramp and ensure UP light illuminated
- d. Students--briefed on EMERGENCY EGRESS FROM TRAINER
- e. Safety belts--ON
- f. Master power, trainer power, and freeze lights illuminated
- g. MAT, DOOR, HI TEMP, LOW OIL, GATE, and RAMP indicator lights out
- h. Motion--ON
- i. Ensure all systems are ON and rotor brake is ON
- j. Set IC-13, check for a match of parameters. If correct press IC ENTER. No. 1 engine should be running, blades spread, Accessory Drive Switch in Access Dr position. Aircraft is at Spot 4. Begin with Systems Check.

2. Systems Check:

TACNAV and Coupler/Doppler Checks (Initialization)

3. Start No. 2 engine:

Engage rotor

4. Pre-taxi:

Contact Clearance Delivery

- a. "Navy Jax Clearance Delivery, ALPHA ROMEO \_\_\_\_ NIP 32 to W158E to Mayport."
- b. "ALPHA ROMEO \_\_\_\_, clearance on request."

5. Taxi Checklist:

- a. "ALPHA ROMEO \_\_\_\_, Clearance Delivery, advise when ready to copy clearance."
- b. Acknowledge.

(1) "ATC clears ALPHA ROMEO \_\_\_\_ flight plan route as filed. After takeoff maintain runway heading, climb to 2,000 contact JAX Departure on frequency 351.8, Squawk Mode 3, Code 0401. Readback."

(2) Readback.

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6. Taxi Clearance omitted for this period due to start at Spot 4.

7. Before Takeoff:

- a. Instructor/student brief
- b. Pre-Takeoff Checklist
- c. Takeoff Checklist
- d. Request Takeoff Clearance.

(1) "Navy Jax Tower, ALPHA ROMEO \_\_\_\_ ready for takeoff, IFR to Whiskey 158 Echo."

(2) "ALPHA ROMEO \_\_\_\_ Altimeter 29.92, wind 090/10 knots, expect your release immediately."

(3) "ALPHA ROMEO \_\_\_\_ cleared for takeoff, begin squawk, maintain a heading of 090, wind 090/10, switch to Jacksonville Departure Control on 351.8."

8. Takeoff (IT0):

- a. Post Takeoff Checklist
- b. Contact Departure

(1) "Jax Departure, Navy Copter ALPHA ROMEO \_\_\_\_ off Navy Jax, climbing to 2,000'."

(2) "ALPHA ROMEO \_\_\_\_, JAX Departure radar contact, turn left to 075, climb to 3,000 for radar vectors to Whiskey 158 Echo."

9. En route malfunction and emergency training.

a. Instructor should state that there is an odor of electrical fire and that smoke is beginning to come from center console. Require student to take action to isolate equipment. (Either of the UHF's.) After action completed state that fire is out and equipment restored.

b. Select a fuel control malfunction (fuel contamination .845 or .846). After appropriate action delete malfunction.

c. Slew aircraft to 25 mile DME on 075 radial of NIP which should place aircraft at the edge of W158E and approximately on the 100 degree radial of Mayport TACAN at approximately 8-9 miles. (Notify student)

d. Contact JAX Departure and cancel IFR clearance. "JAX Departure, ALPHA ROMEO \_\_\_\_ cancel my IFR clearance at this time."

e. Contact SEALORD for clearance to operate in W158E.

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(1) "SEALORD, ALPHA ROMEO \_\_\_\_ request entry into Whiskey 158 ECHO, 4 souls on board. We will be in the area for 0+45 and will be dropping smokes."

(2) "ALPHA ROMEO \_\_\_\_, SEALORD, entry into Whiskey 158 ECHO approved, Squawk Mode 3, Code 4000. Remain this frequency for flight following. Report OPS Normal on the hour and the half-hour. Advise leaving the warning area."

(3) Acknowledge.

10. Descend to 300 feet and begin low altitude training.

a. Enter an ASE malfunction (.879 to .890) and require low altitude ASE off flight.

b. After malfunction action completed remove malfunction and prepare for AUTO APPROACH.

11. Auto Approach

- a. Perform Pre-dip checklist
- b. Initiate Automatic Approach
- c. Deploy Sonar
- d. Introduce use of Cable Altitude
- e. Raise sonar and break hover for a second approach.

12. AUTO APPROACH in RAD ALT

- a. Initiate AUTO APPROACH
- b. Deploy sonar
- c. Verbal control positioning
- d. Enter RAD ALT failure to require FREESTREAM Recovery (.938 OR .977).

13. Alternate Approach Pilot Procedures and Alternate Approach Copilot/Voice Procedures. (Trained simultaneously in the simulator.)

- a. Initiate approach
- b. Deploy sonar
- c. Make a second approach and third approach, deploy sonar.

Fail a Generator (.751). STUDENT SHOULD NOT TRY TO RESET WHILE IN A HOVER.

14. Demo of IFR SAR Scenario

- a. Press FREEZE
- b. Select DEMO for IFR SAR Scenario \_\_\_\_ on Digi switches

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- c. At the conclusion of the briefing the FREEZE will illuminate, then
- d. Press FREEZE again and DEMO will begin. At the conclusion of the DEMO trainer will reset to condition existing prior to the demonstration.

15. Climb to 1,500 and contact SEALORD and report leaving the area.

- a. Contact JAX Approach Control for IFR clearance to Mayport.

(1) "JAX Approach Control, ALPHA ROMEO \_\_\_\_ at 1,500 on the 100 degree radial of Mayport at the \_\_\_\_ mile DME, request IFR clearance to Naval Station Mayport."

(2) "ALPHA ROMEO \_\_\_\_, JAX Approach, Squawk Mode 3, Code 0245."

(3) Acknowledge

(4) "ALPHA ROMEO \_\_\_\_, JAX Approach Radar contact \_\_\_\_ miles \_\_\_\_ of Mayport, turn \_\_\_\_ to \_\_\_\_, climb to and maintain 2,000."

(5) Acknowledge. Instructor call up Mayport Approach Map and vector to intercept the 075 radial on not more than a 30° angle at least 14 miles out.

(6) "ALPHA ROMEO \_\_\_\_, 2 miles southeast of PARNEL, cleared for a TACAN Approach to Navy Mayport. Mayport weather 700 broken and 2 miles with haze, wind 240/10, altimeter \_\_\_\_."

- b. Landing Checklist

(1) "ALPHA ROMEO \_\_\_\_, show you \_\_\_\_ miles crossing the \_\_\_\_ radial of Mayport, contact Mayport Tower on 265.8. Over."

(2) "Mayport Tower, ALPHA ROMEO \_\_\_\_."

(3) "ALPHA ROMEO \_\_\_\_, Mayport Tower, report at the 4 mile DME, Mayport weather 500 broken 1½ miles with haze, wind 240/10, altimeter 29.92. Over."

16. While in the TACAN arc fail an engine with a compressor stall (.836) and require student to continue approach.

Contact tower and advise of problem.

- a. "Mayport Tower, ALPHA ROMEO \_\_\_\_ have secured No. 2 engine, I am declaring an emergency, request emergency equipment to stand by."

- b. "Roger ALPHA ROMEO \_\_\_\_, you are cleared to land, emergency equipment standing by, report field in sight."

- c. Report field in sight at about 1 mile.

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17. After landing, shut down simulator in landing position by activating freeze as the second student will begin flight with No. 1 engine running.

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BSF-3 SIMULATOR SCENARIO, STUDENT NO. 2

1. Simulator Setup:

- a. Check safety mat free of objects, ramp and walkway clear
- b. Lower safety bar and close door
- c. Raise ramp and ensure UP light illuminated
- d. Safety belts--ON
- e. Master power, trainer power, and freeze lights illuminated
- f. MAT, DOOR, HI TEMP, LOW OIL, GA'E and RAMP indicator lights out
- g. Freeze--ON
- h. Motion--ON.

2. Check for a match of parameters.

a. Initiate the problem with No. 1 engine running, systems checks complete and blades spread. Include Navigator and Coupler/Doppler Checks required for dipping and Dip to Dip Navigation.

- b. Freeze--OFF.

3. Before taxi checklist:

Contact Mayport Ground Control for clearance, 233.7/Button 6.

a. "Mayport Ground Control, ALPHA ROMEO \_\_\_\_, IFR to Whiskey 158 Echo thence to Navy Jacksonville."

b. "ALPHA ROMEO \_\_\_\_ clearance on request, cleared to taxi to pad \_\_\_\_\_. Navy Mayport weather 800 broken, wind 200/5 knots, altimeter 29.89. Over."

c. "ALPHA ROMEO \_\_\_\_."

d. "ALPHA ROMEO \_\_\_\_ I have your clearance, report when ready to copy."

e. "ALPHA ROMEO \_\_\_\_ ready to copy."

f. "ATC clears ALPHA ROMEO \_\_\_\_ to Jarning Area 158 Echo direct, maintain 2,000. Maintain runway heading after takeoff, contact Jacksonville departure Control on 381.5, Squawk Mode 3, Code 0414. Readback."

g. Readback

h. "Readback correct, contact Mayport Tower on 265.8 when ready for takeoff."

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4. Takeoff:

- a. Instructor brief
- b. Pre-takeoff checklist
- c. Takeoff checklist
- d. Request takeoff clearance, switch to Mayport Tower 265.8/button 5.

(1) "Mayport Tower, ALPHA ROMEO \_\_, ready to lift IFR to Whiskey 158 Echo."

(2) "ALPHA ROMEO \_\_ begin squawk, cleared to lift, maintain runway heading after takeoff, wind 200/5, switch to Jacksonville Departure on 381.5, monitor Guard."

(3) Acknowledge.

5. Instrument Takeoff:

After takeoff contact Jacksonville Departure on 381.5 and complete Post-Takeoff Checklist.

- a. "Jacksonville Departure, Navy Copter ALPHA ROMEO \_\_ off Mayport."
- b. "ALPHA ROMEO \_\_, Jacksonville Departure, radar contact, turn left to intercept the 100 degree radial of Mayport, maintain 2,000. Report passing 13 mile DME."
- c. "ALPHA ROMEO \_\_ at the 13 mile DME on 100 degree radial of Mayport request descent to 1,600."
- d. "ALPHA ROMEO \_\_ cleared to descend to 1,600 at pilot discretion; report VFR. If unable to maintain VFR at that altitude, contact Approach Control this frequency for further clearance."
- e. "Jacksonville Departure, ALPHA ROMEO \_\_ contact at 1,600; request permission to leave your frequency."
- f. "Roger ALPHA ROMEO \_\_, cleared to leave this frequency, IFR canceled at \_\_. Contact Jacksonville Approach on 351.8 when ready to reactivate flight plan."

6. Contact SEALORD for clearance into W158E.

- a. "SEALORD, ALPHA ROMEO \_\_, request entry into Whiskey 158 Echo, 4 souls on board. We will be in the area for 0+45 and will be dropping smokes."
- b. "ALPHA ROMEO \_\_, entry into Whiskey 158 Echo approved, squawk Mode 3, Code 4000. Remain this frequency for flight following. Report OPS NORMAL on the hour and half-hour. Advise leaving the warning area."

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- c. Acknowledge.
- 7. Descend to 300 to commence practice approaches.
  - a. AUTO APPROACH
    - (1) Perform Pre-dip checklist
    - (2) Initiate AUTO APPROACHES, complete two approaches, deploy sonar.
  - b. Sonar Deployment and Sonar Voice Procedures
    - (1) Use of CABLE ALTITUDE
    - (2) Sonar Raise Malfunctions
    - (3) AUTO APPROACH IN RAD ALT.
      - (a) Hung Dome
      - (b) Bottomed Dome.
  - c. While in a hover with sonar deployed, enter ASE Malfunction (.879-.884).
  - d. Commence FREESTREAM Recovery.
- 8. ALTERNATE APPROACH PILOT PROCEDURES and ALTERNATE APPROACH COPILOT/VOICE PROCEDURES.
  - a. Practice at least two approaches with DIP to DIP Nav between approaches.
  - b. Doppler Off Approach.
- 9. Coach student through and introduce SAR Search Procedure and WINDLINE Rescue Procedure.

Instructor give VERBAL CONTROL POSITIONING to pilot.
- 10. Climb to 1,600 and contact SEALORD departing area. Time permitting contract JAX Approach to activate clearance to Navy JAX.
  - a. "JAX Approach, Nav/ Copter ALPHA ROMEO \_\_\_\_ at 1,600 on the 100 degree radial of Mayport at 12 miles, request activate my clearance to Navy Jacksonville."
  - b. "ALPHA ROMEO \_\_\_\_, maintain VFR, clearance on request, Squawk Mode 3, Code 0224, Ident."
  - c. "ALPHA ROMEO \_\_\_\_, JAX Approach, cleared to Navy Jacksonville Airport via radar vectors, turn left to 270 and climb to 3,000, report reaching 3,000."

2F54C (S1-3) Scenario  
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11. Instructor slew aircraft to 8 mile fix for GCA to RWY 27. Change wind to 250/05.

12. Select a malfunction that will require single engine malfunction analysis and a single engine landing or a landing using manual throttle. Lube Pump Shaft Failure (.803/.804) or P-3 Loss (.843/.844).

Single engine landing or manual throttle landing.

13. Shutdown in position by utilizing FREEZE.

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APPENDIX C  
CONTROL GROUP TRAINING TASKS

TAEG Report No. 108

TASKS REQUIRING SEQUENCE OF GRADED TRIALS

Cockpit Procedures Trainer

Hot Start

Flex Shaft Failure No. 1 Engine

Lube Pump/Shaft Failure

Flex Shaft Failure on Engagement

Rotor Brake Light on During Engagement

Tail Takeoff Failure on Deck

Utility Hydraulic System Malfunction

Auxiliary Hydraulic System Malfunction

Primary Hydraulic System Malfunction

Fuel Bypass

Fuel Control/System Malfunction

P-3 Loss/Leak

Flex Shaft Failure in Flight

NG Tach Failure

NG Signal Loss

Compressor Stall

T5 Malfunction

Engine Oil Temperature Gauge Malfunction/Overtemp

Engine Oil Pressure Fluctuation/Loss

Engine Failure

Engine Fire/Engine Compartment Fire

Torque System Failure    1 Needle/1 Gauge

Torque System Failure    Both Needles/1 Gauge

Torque System Failure    Same Needle/2 Gauges



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Torque System Failure Both Needles/2 Gauges  
Intermediate and Tail Gearbox Chip Light  
Tail Takeoff Failure  
Electrical Failure  
Main Gear Box Chip Light  
Main Gear Box Low Oil Pressure/High Oil Temperature  
Main Gear Box Low Oil Pressure/Light Gauge/Both  
Main Gear Box High Oil Temperature/Light/Gauge/Both  
Massive Oil Loss  
Main Gear Box Secondary Pump Loss/Utility Pressure  
Rotor Brake Malfunction Airborne  
Landing Gear Malfunction  
Manual Rotor Brake Failure  
Post Shutdown Fire  
Air Restart  
Main Gear Box Tail Takeoff Failure/Light Only  
Oil Pump Pressure Loss  
Engine Oil Loss  
Engine Oil Temperature Rising  
Axial Shaft Failure on Start  
Water Operations  
High Speed Shaft Failure  
Auxiliary Servo Malfunction  
Primary Servo Malfunction

Introduced in Cockpit Procedures Trainer and  
Continued Training in "A" Stage (SH-3 Aircraft)

Normal Start

Blade Spread  
Systems Check  
Number 2 Engine Start  
Rotor Engagement  
Manual Throttle Technique  
Shutdown  
Rotor Disengagement  
Bladefold  
Number 1 Engine Secure  
ASE Malfunction

"A" Stage Flight (SH-3 Aircraft)

Preflight  
Normal Takeoff  
Bunning Takeoff  
ASE Off Flight  
Auxiliary/Primary Off Flight  
Single Engine Failure  
Single Engine Malfunction Analysis  
Single Engine Approach Runway  
Single Engine Landing Runway  
Single Engine Approach Pad  
Single Engine Landing Pad  
Single Engine Waveoff  
Single Engine Malfunction Takeoff Abort  
Normal Approach  
Normal Landing

TAEG Report No. 108

Run On Landing

Auxiliary Off Landing

Servo Malfunctions

Introduced in "A" Stage and Continued Training in "B" Stage

ASE Off Landing

ASE Off Takeoff

Authorotations

"B" Stage Flight (SH-3 Aircraft)

Instrument Takeoff

Unusual Attitudes

ADF Approach

TACAN Approach

GCA Approach

ASR Approach

No Gyro Approach

Mirror Approach

Single/Dual Generator Failure on Deck

Automatic Approach Pilot Procedures

Automatic Approach Radar Altimeter Procedures

Automatic Approach Hover Departure Procedures

Automatic Approach Pilot Procedures

Automatic Approach Copilot Procedures

Automatic Voice Procedures

Automatic Procedures

TAEG Report No. 108

Beeper Trim Failure

Hung Dome

Bottomed Dome

Free Stream Recovery

SAR Search

SAR Manual Approach

Windline SAR Pilot Procedures

Windline SAR Copilot Procedures

Ten foot Hover Swimmer Deployment

Verbal Control Positioning

Dip to Dip Navigation

Manual Climbout

ASE Failure

Practice Single Engine

TAEK Report No. 108

Flight Tasks Requiring Overall "P" Grade

(No Graded Trial Sequence)

Cockpit Procedures Trainer

Battery Start

Hung Start

Warm Start

No Oil Pressure on Start

Introduced in Cockpit Procedures Trainer and Continued

Training in "A" Stage (SH-3 Aircraft)

Taxi Checklist

Pre Takeoff Checklist

Takeoff Checklist

Post Takeoff Checklist

Before Landing Checklist

After Landing Checklist

Post Flight

"A" Stage Flight (SH-3 Aircraft)

LSE Signals

Course Rules

Taxi

Normal Flight

Beeper Trim, Stick Trim, Bar Alt

Pad Work (Day)

TAEG Report No. 108

Dual Engine No Hover Pad Landing

Cut Gun in 10-foot Hover

Introduced in "A" Stage Flight and Continued Training  
in "B" Stage (SH-3 Aircraft)

Basic Airwork

Cockpit Procedures

"B" Stage Flight

Pre-Flight Planning

Navigator Check

Coupler Doppler Check

Level Speed Changes

Partial Panel

Steep Turns

Climbing and Descending Timed Turns

Airway Navigation

Pad Work (Night)

Pre Dip Checklist

Use of Cable Altitude

Sonar Raise Malfunctions

Manual Cable Angle Hover

Low Level ASE ON

Low Level ASE OFF

APPENDIX D

TASK LISTING AND MATRIX OF TASKS TRAINED IN VARIOUS MEDIA

# TAGE Report No. 108

## TASK ID TABLE

No	ID	Description
1	AB100	RECORDS CHECK
2	AC100	PRE-FLIGHT
3	AC200	POST-FLIGHT
4	AD100	NORMAL START
5	AD101	BATTERY START
6	AD200	BLADE SPREAD
7	AD300	SYSTEMS CHECK
8	AE100	NO. 2 ENGINE START
9	AE200	ROTOR ENGAGEMENT
10	AF100	TAXI CHECKLIST
11	AF200	TAXI
12	AF300	PRE-TAKEOFF CHECKLIST
13	AG100	SHUTDOWN CHECKLIST
14	AG200	ROTOR DISENGAGEMENT
15	AG300	BLADE FOLD
16	AG400	NO. 1 ENGINE SECURE
17	AG500	HOT SEAT CHANGE
18	AH100	LSE SIGNALS
19	AH200	PRE-FLIGHT PLANNING
20	BA100	TAKEOFF CHECKLIST
21	BA200	POST TAKEOFF CHECKLIST
22	BA300	BEFORE LANDING CHECKLIST
23	BA400	AFTER LANDING CHECKLIST
24	BA500	CHECKLISTS
25	BB100	INSTRUMENT DEPARTURE
26	BC200	UNUSUAL ATTITUDES
27	BC300	SPEED CHANGES
28	BC400	STEEP TURNS
29	BC500	CLIMBING, DESENDING TIMED TURNS
30	BC600	AIRWAYS NAVIGATION
31	BC700	LEVEL TURNS
32	BC701	BEEPER TRIM OFF LIGHT
33	BD100	USE OF BAR ALT AND BEEPER TRIM
34	BD200	D MODE DEMO
35	BD300	DOPPLER DEMO
36	BE100	NORMAL TAKEOFF
37	BE200	RUNNING TAKEOFF
38	BE201	MAX GROSS TAKEOFF
39	BE202	NO HOVER LANDING DEMO
40	BE300	INSTRUMENT TAKEOFF
41	BE400	APPROACH PROCEDURES
42	BE401	ADF APPROACH
43	BE402	TACAN APPROACH
44	BE403	GCA APPROACH
45	BE404	ASR APPROACH
46	BE405	NO GYRO APPROACH
47	BE406	MIRROR APPROACH
48	BE407	PARTIAL PANEL (.926 TO .927)
49	BE408	HOLDING
50	BE409	MISSED APPROACH



# TAEG Report No. 108

## TASK ID TABLE

No	ID	Description
51	BE500	NORMAL LANDING
52	BE501	NORMAL LANDING RUNWAY
53	BE502	NORMAL LANDING PAD
54	BE600	RUN ON LANDING
55	BE700	NORMAL APPROACH
56	BE701	NORMAL APPROACH RUNWAY
57	BE702	NORMAL APPROACH PAD
58	BE800	INSTRUMENT LANDING
59	BF100	PAD WORK
60	BF200	NIGHT PAD WORK
61	BG100	COURSE RULES
62	BG200	BASIC AIRWORK
63	BG201	BASIC INSTRUMENTS
64	BG400	COMMUNICATIONS EMERGENCIES & MALFUNCTIONS
65	BG401	CLEARANCES
66	BG500	NIGHT LIGHTING PROCEDURES
67	CA100	AUTOROTATION
68	CB100	SINGLE ENGINE APPROACH RUNWAY
69	CB200	SINGLE ENGINE LANDING RUNWAY
70	CB300	SINGLE ENGINE APPROACH PAD
71	CB400	SINGLE ENGINE LANDING PAD
72	CB500	SINGLE ENGINE WAVEOFF
73	CB600	SINGLE ENGINE MALF TAKEOFF/ABORT
74	CC100	AUX OFF/PRI OFF LANDING
75	CD100	ASE OFF TAKEOFF
76	CD300	ASE OFF LANDING
77	CE100	ASE OFF FLIGHT
78	CE200	AUX/PRIMARY OFF FLIGHT
79	CE300	MANUAL THROTTLE
80	CE400	PRACTICE S/E
81	CE500	SINGLE ENGINE MALFUNCTION ANALYSIS
82	CE600	SINGLE ENGINE MALF T/O ABORT
83	CF100	FUSELAGE FIRE
84	DA100	TAC NAV CHECK
85	DA200	TAC NAV & COUPLER DOPPLER TEST
86	DA300	PRE-DIP CHECKLIST
87	DA500	SONAR DEPLOYMENT VOICE PROCEDURES
88	DB100	AUTO APPROACH PILOT PROCEDURES
89	DB200	AUTO APPROACH RAD ALT PROCEDURES
90	DB300	HOVER DEPARTURE PROCEDURES
91	DB400	AUTO/ALT APPROACH WAVEOFF PROCEDURES
92	DC100	ALTERNATE APPROACH PILOT PROCEDURES
93	DC200	ALTERNATE APPROACH COPILOT/VOICE PROCEDURES
94	DD100	MANUAL CLIMB OUT (VFR)
95	DD101	MANUAL CLIMB OUT (IFR)
96	DE100	FREESTREAM RECOVERY
97	DE200	SONAR RAISE MALFUNCTIONS
98	DE300	DOPPLER FAILURE (.929 TO .930)
99	DE400	BOTTOMED DOME
100	DE500	HUNG DOME

# TAEG Report No. 108

## TASK ID TABLE

No	ID	Description
101	DE800	COUPLER FAILURE (.895 TO .900)
102	DE912	BEEPER TRIM FAILURE
103	DE914	CYCLIC TRIM LOCK UP FORE-AFT
104	DE916	BAR ALT FAILURE
105	DE938	RADAR ALTIMETER FAILURE
106	DF100	USE OF CABLE ALTITUDE
107	DF200	MANUAL CABLE ANGLE HOVER
108	DG100	LOW LEVEL ASE ON FLIGHT
109	DG200	LOW LEVEL ASE OFF
110	DG300	COUPLER CRUISE
111	EA200	DIP TO DIP NAVIGATION
112	EA300	SAR SEARCH
113	EA400	SAR MANUAL APPROACH
114	EA500	WINDLINE SAR PILOT PROCEDURES
115	EB100	IFR SAR SCENARIO DEMO
116	EC100	10/15 FT HOVER SWIMMER DEPLOYMENT
117	ED100	VERBAL CONTROL POSITIONING
118	FA750	ELECTRICAL MALFUNCTION
119	FA751	GENERATOR FAILURE
120	FA756	ELECTRICAL FIRE
121	FA973	FIRE EXTINGUISHER C.B.
122	FA998	RAWS FAILURE C.B.
123	FB878	ASE FAILURE (.879 TO .890)
124	FC775	TRANSMISSION SYSTEM FAILURES (.776 TO .789)
125	FC776	MGB LOW PRESSURE/HIGH TEMPERATURE
126	FC777	IMMEDIATE LOSS OF TANS OIL PRESS
127	FC778	MGB SECONDARY OIL PUMP FAILURE
128	FC779	Q SYSTEM-MALFUNCTION
129	FC780	TAIL-TAKEOFF LIGHT ONLY
130	FC781	TAIL TAKEOFF FAILURE
131	FC782	MAIN TRANSMISSION CHIP LIGHT
132	FC783	INTERMEDIATE GEAR BOX CHIP LIGHT
133	FC784	TAIL GEAR BOX CHIP LIGHT
134	FC785	MGB OIL PRESSURE CAUTION LIGHT
135	FC786	TRANSMISSION OIL OVERHEAT
136	FC788	MGB MASSIVE OIL LOSS
137	FC863	Q SYSTEM-1 NEEDLE, 1 GAGE
138	FC864	Q SYSTEM-2 NEEDLES, 1 GAGE
139	FC865	Q SYSTEM-1 NEEDLE, 2 GAGES
140	FC866	Q SYSTEM-2 NEEDLES, 2 GAGES
141	FD803	LUBE PUMP SHAFT FAILURE
142	FD805	ENGINE GRADUAL OIL PRESSURE LOSS
143	FD807	ENGINE IMMEDIATE OIL PRESSURE LOSS
144	FD811	ENGINE OIL TEMPERATURE HIGH
145	FD813	ENGINE OIL PRESSURE FLUCTUATIONS
146	FD815	ENGINE FIRE
147	FD817	POST SHUTDOWN FIRE
148	FD819	HOT START
149	FD821	WARM START
150	FD823	STARTER HANGUP

# TAEG Report No. 108

## TASK ID TABLE

No	ID	Description
151	FD833	T5 MALFUNCTION
152	FD835	COMPRESSOR STALL
153	FD837	NG SIGNAL LOSS
154	FD839	AXIAL SHAFT FAIL
155	FD841	FLEX SHAFT FAILURE
156	FD843	P-3 SIGNAL LOSS OR LEAK
157	FD845	FUEL CONTROL CONTAMINATION
158	FD851	HIGH SPEED SHAFT FAILURE
159	FD857	NG TACH FAILURE
160	FE798	TAIL ROTOR CONTROL CABLE LOSS
161	FE799	TAIL ROTOR DRIVE SHAFT FAILURE
162	FF763	FUEL FILTER BYPASS
163	FG768	AUX HYD PUMP FAILURE
164	FG769	PRIMARY HYD PUMP FAILURE
165	FG770	UTILITY HYDRAULIC PUMP FAILURE
166	FG773	HYDRAULIC PRESSURE INTERLOCK SENSOR FAILURE
167	FG793	LANDING GEAR MALFUNCTION
168	FG907	SERVO MALFUNCTIONS
169	FG909	PRIMARY SERVO MALFUNCTIONS (.910 TO .911)
170	FG910	PRIMARY SERVO LOCK
171	FG911	PRI HYDRAULIC HARDOVER FORE-AFT
172	FH102	DUAL ENGINE WATER LANDING
173	FH103	WATER TAXI
174	FH104	DUAL ENGINE WATER TAKEOFF
175	FH105	SINGLE ENGINE WATER LANDING
176	FH106	SINGLE ENGINE WATER TAKEOFF
177	FI771	MANUAL ROTOR BRAKE FAILURE
178	FI772	ROTOR BRAKE CAUTION LIGHT
179	FI795	BLADE DAMPNER FAILURE
180	FJ100	POWER SETTLING
181	FJ200	BLADE STALL
182	FJ501	MAD DEPLOYMENT DEMO
183	FJ700	HIGH SPEED FLIGHT
184	FJ800	CUT GUN IN 10' HOVER
185	FK917	VGI FAILURE (927)
186	FK927	VGI OFF FLAG
187	FK939	TACAN AZIMUTH & DME FAILURE
188	FK940	TACAN DME FAILURE
189	FK941	UHF NO. 1 RECEIVER FAILURE
190	FK943	UHF NO. 1 TRANSMITTER FAILURE

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**TAEG Report No. 108**

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TASK ID	AW	AW:AW	AW:AW	AS:AS	AS:AS	AS:AS	AF:AF	AF:AF	BS:BS	BS:BS	F1:F1	F2:F2	F3:F3	F4:F4	F5:F5	F6:F6	F7:F7	F8:F8	F9:F9	F10:F10	F11:F11	F12:F12	F13:F13	F14:F14	F15:F15	F16:F16	F17:F17	F18:F18	F19:F19	F20:F20	F21:F21	F22:F22	F23:F23	F24:F24	F25:F25	F26:F26	F27:F27	F28:F28	F29:F29	F30:F30	F31:F31	F32:F32	F33:F33	F34:F34	F35:F35	F36:F36	F37:F37	F38:F38	F39:F39	F40:F40	F41:F41	F42:F42	F43:F43	F44:F44	F45:F45	F46:F46	F47:F47	F48:F48	F49:F49	F50:F50	F51:F51	F52:F52	F53:F53	F54:F54	F55:F55	F56:F56	F57:F57	F58:F58	F59:F59	F60:F60	F61:F61	F62:F62	F63:F63	F64:F64	F65:F65	F66:F66	F67:F67	F68:F68	F69:F69	F70:F70	F71:F71	F72:F72	F73:F73	F74:F74	F75:F75	F76:F76	F77:F77	F78:F78	F79:F79	F80:F80	F81:F81	F82:F82	F83:F83	F84:F84	F85:F85	F86:F86	F87:F87	F88:F88	F89:F89	F90:F90	F91:F91	F92:F92	F93:F93	F94:F94	F95:F95	F96:F96	F97:F97	F98:F98	F99:F99	F100:F100	F101:F101	F102:F102	F103:F103	F104:F104	F105:F105	F106:F106	F107:F107	F108:F108	F109:F109	F110:F110	F111:F111	F112:F112	F113:F113	F114:F114	F115:F115	F116:F116	F117:F117	F118:F118	F119:F119	F120:F120	F121:F121	F122:F122	F123:F123	F124:F124	F125:F125	F126:F126	F127:F127	F128:F128	F129:F129	F130:F130	F131:F131	F132:F132	F133:F133	F134:F134	F135:F135	F136:F136	F137:F137	F138:F138	F139:F139	F140:F140	F141:F141	F142:F142	F143:F143	F144:F144	F145:F145	F146:F146	F147:F147	F148:F148	F149:F149	F150:F150	F151:F151	F152:F152	F153:F153	F154:F154	F155:F155	F156:F156	F157:F157	F158:F158	F159:F159	F160:F160	F161:F161	F162:F162	F163:F163	F164:F164	F165:F165	F166:F166	F167:F167	F168:F168	F169:F169	F170:F170	F171:F171	F172:F172	F173:F173	F174:F174	F175:F175	F176:F176	F177:F177	F178:F178	F179:F179	F180:F180	F181:F181	F182:F182	F183:F183	F184:F184	F185:F185	F186:F186	F187:F187	F188:F188	F189:F189	F190:F190	F191:F191	F192:F192	F193:F193	F194:F194	F195:F195	F196:F196	F197:F197	F198:F198	F199:F199	F200:F200	F201:F201	F202:F202	F203:F203	F204:F204	F205:F205	F206:F206	F207:F207	F208:F208	F209:F209	F210:F210	F211:F211	F212:F212	F213:F213	F214:F214	F215:F215	F216:F216	F217:F217	F218:F218	F219:F219	F220:F220	F221:F221	F222:F222	F223:F223	F224:F224	F225:F225	F226:F226	F227:F227	F228:F228	F229:F229	F230:F230	F231:F231	F232:F232	F233:F233	F234:F234	F235:F235	F236:F236	F237:F237	F238:F238	F239:F239	F240:F240	F241:F241	F242:F242	F243:F243	F244:F244	F245:F245	F246:F246	F247:F247	F248:F248	F249:F249	F250:F250	F251:F251	F252:F252	F253:F253	F254:F254	F255:F255	F256:F256	F257:F257	F258:F258	F259:F259	F260:F260	F261:F261	F262:F262	F263:F263	F264:F264	F265:F265	F266:F266	F267:F267	F268:F268	F269:F269	F270:F270	F271:F271	F272:F272	F273:F273	F274:F274	F275:F275	F276:F276	F277:F277	F278:F278	F279:F279	F280:F280	F281:F281	F282:F282	F283:F283	F284:F284	F285:F285	F286:F286	F287:F287	F288:F288	F289:F289	F290:F290	F291:F291	F292:F292	F293:F293	F294:F294	F295:F295	F296:F296	F297:F297	F298:F298	F299:F299	F300:F300	F301:F301	F302:F302	F303:F303	F304:F304	F305:F305	F306:F306	F307:F307	F308:F308	F309:F309	F310:F310	F311:F311	F312:F312	F313:F313	F314:F314	F315:F315	F316:F316	F317:F317	F318:F318	F319:F319	F320:F320	F321:F321	F322:F322	F323:F323	F324:F324	F325:F325	F326:F326	F327:F327	F328:F328	F329:F329	F330:F330	F331:F331	F332:F332	F333:F333	F334:F334	F335:F335	F336:F336	F337:F337	F338:F338	F339:F339	F340:F340	F341:F341	F342:F342	F343:F343	F344:F344	F345:F345	F346:F346	F347:F347	F348:F348	F349:F349	F350:F350	F351:F351	F352:F352
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TASK ID	AW	AW	AW	AW	AS	AS	AS	AS	AS	AF	AF	BS	BS	BS	BF	BF	BF	EW	ES	EI	NO.	TOTAL											
	1	2	3	4	5	6	7	F1	F2	F3	F4	F5	F6	F7	1	2	3	4	1	1	1	NE											
FE798																						5											
FE799																						3											
FF763																						6											
FG768																						10											
FG769																						7											
FG770																						7											
FG773																						7											
FG793																						3											
FG907																						4											
FG909																						2											
FG910																						1											
FG911																						4											
FH102																						2											
FH103																						1											
FH104																						1											
FH105																						2											
FH106																						2											
FI771																						2											
FI772																						2											
FI795																						2											
FJ100																						0											
FJ200																						2											
FJ501																						3											
FJ700																						10											
FJ800																						8											
FK917																						3											
FK927																						2											
FK939																						2											
FK940																						1											
FK941																						1											
FK943																						1											
NONE																						0											
TOTAL	17	29	30	32	32	28	32	28	40	35	38	25	40	39	35	38	35	32	28	34	33	38	36	36	8	24	11	26	31	42	40	0	972

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